

MASSACHUSETTS
HIGHWAY COMMISSION

THE STATE PRINTING OFFICE

1906

THIRTEENTH ANNUAL REPORT

OF THE

MASSACHUSETTS

HIGHWAY COMMISSION.

JANUARY, 1906.



BOSTON:

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THE STATE BOARD OF PUBLICATION.

Commonwealth of Massachusetts.

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled.

The undersigned commissioners, appointed under the provisions of chapter 476 of the Acts of 1893, entitled “An Act to provide for the appointment of a Highway Commission to improve the public roads, and to define its powers and duties,” and under the provisions of chapter 474 of the Acts of 1900, entitled “An Act relative to the Massachusetts Highway Commission,” herewith submit their thirteenth annual report.

W. E. McCLINTOCK.

HAROLD PARKER.

JOHN H. MANNING.

BOSTON, MASS., Jan. 2, 1906.

ANNUAL REPORT

OF THE

MASSACHUSETTS HIGHWAY COMMISSION.

In accordance with the provisions of chapter 280 of the Acts of the year 1903, the commission has had the sum of \$450,000 for new work during the year.

Considerable sums allotted for expenditure during the year 1904 were actually disbursed during the year 1905, unavoidable delays having prevented the completion of several contracts.

Additional lay-outs were made during 1905, amounting to 298,568 feet (56.55 miles), bringing the grand total up to 3,286,414 feet (622.43 miles). The number of miles of road finished during the year was 62, making a total of about 610 miles of completed State highway at the end of the year 1905. On most of the remaining 12 miles laid out but not completed the work is in various stages of progress, although in a few instances no work will be done under the contracts before the coming spring.

Since the passage of the "small town act," in 1900, 95 miles of road in the "small towns" have been improved.

MEETINGS OF THE COMMISSION.

The commission has held 80 meetings at its office in Boston during the past year, besides many others at different points in the State.

The regular county hearings, provided for in the statutes, have been held. In three of the counties there were no town representatives. In other counties the number attending was small. The intention of this law was that methods of road construction should be discussed, and in the early years of the commission much good resulted from interchanges of experi-

ences. The hearings were thus beneficial both to the commissioners and to the town officers; but they have gradually developed into meetings where the claim is made by some particular town for some particular road. The commission, from its long experience, is familiar with most of the roads in the Commonwealth, and it feels that arguments of this kind can more profitably be made in the Boston office than at such county hearings. The commission therefore recommends that the act requiring these annual hearings be repealed. By its repeal just as effective results will be obtained, and a saving of from \$300 to \$400 a year will be effected.

CONTRACTS.

All work done by the commission must be done by contract, either with the town or city authorities, or, after due advertisement, with private contractors.

During the year 98 contracts for State highways were entered into, of which 23 were with town or city authorities and 75 with private individuals or corporations.

PETITIONS.

The total number of petitions for the location and construction of State highways up to the date of this report is 708. During the year 1905, 35 new petitions were received. These petitions cover altogether 1,784.82 miles of road, and they are from 285 towns and 27 cities. The petitions received during the past year cover 73.96 miles of road not previously petitioned for.

STREET RAILWAYS.

There are at the present time street railways operating on State roads in 127 different cities and towns. In 6 of these municipalities there are two different companies.

The length of street railway track in the State on Sept. 30, 1905, according to the Massachusetts Railroad Commissioners, was 2,776 miles.

Notwithstanding the cost and annoyance of changing the tracks of street railway companies to secure a better adjustment of roadway and railway, the relations between the officers of the different companies affected and the commissioners are

friendly. The commissioners realize the financial condition of many of these street railways, and use every effort in their power to make the burden as light as is consistent with permanent construction.

Tracks that have been laid during the past few years are generally laid in a manner not to require a future movement either in alignment or grade. With some of the older railways it is different, and occasionally the changes called for by the commission are a serious financial burden.

The commission has not felt justified in changing its policy with regard to street railways, that policy being to pay to the company moving its tracks, under an order of the Board, a sum equivalent to what the State would have to pay for grading the highway if the grading had not been done by the street railway company. This is not always accurately obtainable, but a reasonably good estimate can be made.

COUNTY ASSESSMENTS.

In accordance with the provisions of the statutes, the several counties in which State roads are built are required to repay to the State one-quarter of the amount expended during the year. The time of this repayment may, if desired, extend over six years from the date of the assessment; but in several instances, including some of those in which the amount of the assessment is greatest, the counties have preferred to pay the entire sum due at the end of each year. The amount assessed upon the counties during the year 1905 was \$133,134.17.

CULVERTS AND BRIDGES.

Most of the culverts and short bridges built during the past year have been of reinforced concrete.

The following bridges of reinforced concrete were built during the year :—

- | | |
|------------------|---|
| Colrain, . . . | A reinforced concrete beam and floor bridge of 24 feet span, over a canal. |
| Concord, . . . | A reinforced concrete arch of 75 feet span, over the Assabet River, near the State Reformatory. |
| Deerfield, . . . | A reinforced concrete beam and floor bridge, over the Bloody Brook. |

Grafton, . . .	A reinforced concrete beam and floor bridge of 24 feet span, over the Quinsigamond River.
Palmer, . . .	A reinforced concrete beam and floor bridge of 15 feet span, over King's Brook (under contract, but not completed).
Sandwich, . .	Scorton River bridge repaired.
Tewksbury, .	A reinforced concrete beam and floor bridge of two spans, of 19 and 19½ feet, with a concrete pier.
Wilbraham, .	A reinforced concrete extension of an arch of 12.8 feet span.

On the whole, the reinforced concrete work has been satisfactory.

There are indications of disintegration in spots on the surface of five or six abutments built in salt water. These defects do not affect the strength of the structures, and probably will not. A careful study is being made, to determine whether these faults are due to ice action or to chemical action, and proper precautions will be taken to prevent any trouble of this kind in the future.

The two bridges over the Weweantit River, near the dividing line between Wareham and Marion, built in 1901, and supported by cast-iron piles, and which showed slight settlement last year, have been raised to true grade, and show no further settlement.

CONSTRUCTION.

No material change has been made during the past year in the method of building roads. On no State road has there been a failure of well-laid telfording foundations, or any V-shaped drains.

The gravel road in Swampscott has been resurfaced with gravel rather than broken stone, to secure further information as to the value of gravel as a surfacing material.

The Attleborough road, which was graded and covered with gravel in 1901, was surfaced with trap rock this year. The results of this experiment are very satisfactory. The finished road cost less than it would if the broken stone had been spread on the loose gravel. This saving is due to the reduced quantity of broken stone, when laid on a firm subgrade. Although the cost of the broken stone was \$2.08 per ton, the cost per square yard was but \$0.42¼.

MAINTENANCE.

The law of 1900 requires a payment to the Commonwealth by each municipality in which State roads are built of the cost of maintenance of such roads, but not exceeding \$50 for each mile of State road in the respective municipalities. The total cost of repairs was \$57,455.90 in 1905; there will be paid back into the State treasury, on account of maintenance, the sum of \$39,358.82, or about 68.5 per cent. of the total cost.

At the present time State roads are maintained by contract in 28 cities and towns, covering a length of 85.84 miles. Contracting is only resorted to on maintenance when it is practically impossible to secure labor in any other way at times when it is most needed.

Resurfacing has been done on parts of the State roads in Auburn, Chicopee, Chelsea, Beverly, Great Barrington, Hadley, Marion, North Adams, Pittsfield, Sturbridge, Quincy, Rochester, Townsend and Westport. An analysis of the work on these roads is given in the accompanying table.

TABLE SHOWING COSTS OF RESURFACING WITH BROKEN STONE MASSACHUSETTS STATE ROADS DURING 1905.

TOWN OR CITY.	Year of Lay-out.	Length (Feet).	Width (Feet).	Square Yards.	Tons of Stone.	Broken Stone per Square Yard per Year (Tons).	Cost.			Kind of Stone used.
							Totals.	Per Square Yard (Cents).	Per Square Yard per Year (Cents).	Broken Stone in Place, per Ton.
Auburn, .	1895-6-7	10,167.8	15	16,947	4,696.4	.0351	\$7,526 87	44.4	5.625	\$1 49
Chicopee, .	1897-8-9	3,550.0	15	5,917	1,040.8	.0215	2,133 33	36.0	4.404	2 04
Chelsea, .	1901	3,053.1	24	8,820	2,877.7	.1088	4,848 09	55.0	18.322	1 60
Beverly, .	1895	3,025.0	18	6,722	931.4	.0153	1,946 73	29.0	3.218	2 09
Great Barrington, .	1894-6	9,368.0	15	15,615	1,300.0	.0115	2,912 00	18.6	2.476	2 24
Hadley, ¹ .	1894	2,788.0	15	4,647	1,649.3	.0394	3,884 70	83.6	9.288	1 78
Marion, ² .	1903	782.7	15	1,315	200.0	.0170	350 00	26.8	2.979	1 75
North Adams, .	1894-6	9,000.0	15	15,000	1,810.0	.0189	3,762 00	25.1	2.904	2 09
Pittsfield, .	1894-8	6,842.0	15	11,402	1,020.0	.0108	2,182 80	19.1	2.319	2 14
Sturbridge, .	1897	3,094.0	15	5,157	1,107.0	.0307	1,751 60	34.0	4.852	1 50
Quincy, .	1899	2,605.7	30	8,400	1,353.0	.0322	2,976 60	35.4	7.087	2 20
Rochester, ² .	1903	3,345.0	15	5,595	1,067.6	.0239	1,868 28	33.4	4.173	1 75
Townsend, .	1896-7-8	3,700.0	15	6,167	821.7	.0174	1,565 94	25.4	3.308	1 91
Westport, .	1894	3,015.0	18	6,030	1,065.5	.0221	2,503 90	41.5	5.190	2 35

NOTE. — Broken stone per yard per year $\times .80 \times .33 \times .36$ = depth of wear in inches per year of finished road; or multiply the figures in the column marked "Broken Stone per Square Yard per Year (Tons)" by 9.5.

¹ \$332.45 was used for side drains and strengthening the roads.

² Original road macadamized by the town in 1896.

The 13½ miles resurfaced during the year are probably a fair average of what will need to be done each year.

Continuous repairs of the road surface and water-ways, and resurfacing when the surfacing material is worn through, is the only way to insure a permanently good road. The cost of this work is dependent upon the miles of roads, and therefore it will increase year by year as new roads are built.

An analysis of the maintenance tables shows that the cost of this work in 61 towns was less than \$50 per mile, in 60 towns from \$50 to \$100 per mile, in 109 towns in excess of \$100 per mile, the average cost being \$111.56 per mile.

In studying the table of cost of resurfacing with broken stone it should be borne in mind that a cubic yard of stone is assumed to weigh 1¼ tons; that the loose broken stone is compacted under the roller, and shrinks 33 per cent.

The high rate of wear shown in Auburn and Hadley is due to strengthening the road, when resurfacing, by an increased depth of broken stone; the high rate of wear in Quincy and Chelsea is due to heavy traffic; in Sturbridge, to a poor grade of stone used in the original construction.

Chapter 279, Acts of 1905, gives the Highway Commission exclusive care and control of all shade trees within the limits of State highways.

Chapter 381, Acts of 1905, provides for suppressing the gypsy and brown-tail moths. The Highway Commission has been notified by the different town officers, acting under section 6 of chapter 381, to remove these pests from State highways. Acting under the advice of the Attorney-General, the commission has entered into contracts, either with town officials or private contractors, for carrying out this work.

The commission would recommend that there shall be appropriated out of the treasury of the Commonwealth the sum of \$70,000 for the proper maintenance of the State highways, subject to the provisions and limitations of section 16 of chapter 47 of the Revised Laws.

“SMALL TOWN” WORK.

Under the Acts of 1900 and 1901, relating to “small towns,” the commission has expended to Dec. 1, 1905, or contracted for the expenditure of, \$179,875.17, and has improved 94.2

miles of road; 3.3 miles are now under construction. The sum of \$134,456 has been spent in towns whose valuation is less than \$1,000,000, covering a length of 75.3 miles. It may be said that the "small town" work in its operation and effect is as valuable to the public as has been hoped and expected. In previous reports the commission has had occasion to say that this method of aiding the towns was highly satisfactory to it and to the public at large, and that its scope might well be enlarged so that a larger amount than 40 per cent. of the small appropriations made by the remote towns might be available. That the work is a great public benefit there can be no doubt. The commission does not find, in the light of another year's experience, that any material change in the methods thus far used and previously reported can be suggested.

There are certain roads in remote parts of the State, which, by reason of their locations, cannot be improved for some time. Many of these ways are of some consequence, since they serve as means of intercommunication between more important places.

The commission is glad to report that the users of such roads have sometimes made contributions toward their improvement, with the understanding that the money was to be expended under the direction of the Board. Such, for instance, has been the case of the wild and rough road over Morey Hill in Becket, — a road almost impassable, and yet much needed by persons going to and from Berkshire, and especially by automobilists. These automobilists have raised and placed in the hands of the commission a sum of money to be used in the improvement of this road. With this money the road over the hill has been so much improved that the greatest difficulties have been removed, and the road made satisfactory for the time being. This is referred to as indicating the public sentiment so far as the work that the State is engaged in doing is concerned. Both the towns as communities and the people as individuals are anxious and willing to help by their own efforts.

There have been received 364 petitions from 111 towns, and 264 allotments in 92 towns have been made to date.

LYNN ROAD.

On May 26, 1902, a special appropriation of \$100,000 was made for building a road outside of the Boston, Revere Beach & Lynn Railroad, between the Saugus River and Commercial Street in the city of Lynn.

The contract for building the embankment to grade 12 was awarded to Mr. Fred E. Ellis of Melrose on Nov. 13, 1903. Mr. Ellis began work on April 4, 1904, and finished on Sept. 16, 1905.

The quantities on this work are as follows, viz.:—

Cubic yards of earth fill,	94,642
Cubic yards of rock embankment,	16,024
Square yards of riprap,	4,200
Portland cement concrete culverts,	3
Feet of drain pipe,	132

Owing to the depth of fill in the embankments and the character of the ground on which the embankments are built, the commission did not deem it wise to place the broken stone, curbing, paved gutters, riprap or guard rail until next year. The delay in finishing is to give the embankment time to settle, thus saving the loss of costly materials and the expense of repairs.

The contract for completing the road will be let during the winter, and it is hoped that it will be finished before the summer season of 1906 opens.

STEAM ROAD ROLLERS AND STONE-CRUSHING MACHINERY.

The commission has now under its control 16 steam rollers and 2 portable stone-crushing plants. One roller was transferred to the town of Wakefield by the provisions of the Acts of 1905, chapter 93. This roller was seriously injured several years ago by a fire in the building in which it was stored. It would have cost excessively to repair it suitably, but the town has had it repaired to such an extent as to make it of some use locally.

The steam rollers were used 711 days on town work in 21 different towns. All requests by towns for work of this charac-

ter were granted. The rollers were also used 134 days on State highway repair work, on 24 different roads; 339 days by towns contracting for building State roads, including the "small town" roads; 239.5 days by private contractors on State highway contracts; and 22 days by a street railway company in connection with road work. The total number of days' work during the year was 1,445.5, — an average of 90.3 days for each roller.

The total cost of maintenance for the year was \$2,892.78. Of this amount, \$2,110.50 was paid for practically rebuilding three of the rollers, Nos. 5, 8 and 10, which have been in active service since 1896-97; and \$782.28 was expended for the ordinary repairs, — an average for such ordinary repairs of \$1.12 per day for each roller in use.

The number of requests from town officials for the use of the rollers has been about the same as in previous years.

Several of the rollers purchased in 1896 and 1897 will probably have to be sent to the shop this year for thorough repairs.

One of the portable crushers has been located in the town of Sandisfield, where it has done good service; the other was used in Carver and Pembroke. The stone for 1.64 miles of stone road was crushed by these machines, — a total of about 2,900 tons. The entire cost of operation, repairs and moving has been borne by the towns using the machinery.

SURVEYS AND ENGINEERING OFFICE WORK.

During the year surveys for preliminary studies, estimates and lay-outs were made in 56 towns, — a total length of 68.43 miles; and grade stakes for construction work set in 100 towns for a length of 89.86 miles, part of these being for unfinished work in 1904.

Final surveys were made in 57 towns, — a total length of 54.72 miles. Surveys for "small town" work were made in 26 towns, — a total length of 12.46 miles; and about 15.15 miles of miscellaneous surveys were made for roads to be constructed by towns.

Plans, profiles and cross-sections were plotted of surveys in 57 towns, representing a length of 68.13 miles.

Lay-out plans have been made of roads in 74 towns, of a

total approximate length of 56.47 miles. Plans to accompany decrees for street railway locations on State roads and for provisional locations have been made in 13 towns. Plans and profiles have been made for work under the "small town" act in 28 towns.

Preliminary estimates in 100 towns, representing 94.23 miles, have been made; and also final estimates in 58 towns, representing 55.62 miles.

TREE PLANTING.

There have been planted along State roads during the past two years nearly 8,000 trees, at an approximate cost of \$10,000. It was not thought best by the commission to begin this work until, as stated in last year's report, sufficient continuous stretches of State highway had been finished to enable it to inaugurate a complete system, to be extended each year. It was considered that a point had been reached last year when this could be done, and the work was begun in a systematic manner. During the past year the defects, or some of them, of the experimental stage were discovered, and as far as possible corrected. The attempt has been made to choose the best size of tree to plant, and to suit each tree to its environment when finally planted.

It is well known that a small tree, properly nourished, if transplanted, will outstrip in growth and health a tree that, at the time of transplanting, was much larger; and in answer to the criticism of the small dimensions of the trees planted by the commission, it should be said that the size determined on has been governed by what has appeared the best practice, without particular relation to the original cost of the tree. A careful inspection of each tree purchased has been made by the forester employed by the commission, and those individually defective have been thrown out. Greater care has been exercised in the preparation of the ground for the reception of the trees, for it was found that the extraordinary drought of last spring killed many trees, a part of which might well have been saved had such a contingency been anticipated.

It has been considered advisable to place all trees received from the nurserymen in the nursery established by the com-

mission, so that they may get the added development of root fibers that tends to insure their future growth and strength. This makes two transplantings before the tree reaches its final location. The final setting should be made in most cases in the autumn. The cost of trees, transplanting, preparation of ground and final planting has been \$1.01 per tree, as against \$1.14 last year. The original cost for each tree was a little more last year, but a little more care has been given to the preparation of the ground.

The Legislature of last winter changed the law relating to trees along State highways, and placed the responsibility of caring for and preserving all trees within their limits upon the Highway Commission. The change is fully in accordance with the views of the commissioners, although a considerable added cost is involved; for not only must the roadside trees be cared for, but they must be protected against the attacks of all insect pests. The gypsy and brown-tail moths have become a menace to the entire State, and to arrest this nuisance every effort is required. It has become necessary for the commission to join with the cities and towns throughout the infested region; and, with the advice and assistance of Mr. A. H. Kirkland, the State superintendent for the suppression of these pests, contracts have been entered into by the commission with individuals or with the officials of the cities and towns, by which every State road within the district shall be freed from the nests of these pestiferous aliens.

The forester's report on tree planting for the year will be found in the appendix.

AUTOMOBILE REGISTRATION.

The work in this department has been greater than in any previous year. The commission has felt that it was not more than fair to applicants for certificates of registration and licenses that they should receive their papers with as little delay as possible. The office force has been adjusted with this end in view, and at no time has the work been more than two days behind.

Approximately 4,000 letters have been received, and 5,000 letters have been written and sent out.

Inasmuch as innumerable questions are received from local officials who are charged with the enforcement of the automobile law, it has been found necessary to make complete card indexes of all certificates and licenses. The indexes show quickly the owner's name from a numerical index, and the number of an automobile or motor cycle from an alphabetical index.

It is estimated that fully 15,000 persons have called during the year either for papers or for information.

The following tabulation shows the number of registration certificates and licenses to operate issued in the year 1905, and the amount of the fees received for the same :—

Certificates of registration :—

Automobiles,	4,889 at \$2 00,	\$9,778 00
Motor cycles,	533 at 2 00,	1,066 00
Manufacturers and dealers,	102 at 10 00,	1,020 00

Licenses to operate :—

Ordinary operators,	3,736 at 2 00,	7,472 00
Professional chauffeurs (new),	2,392 at 2 00,	4,784 00
Professional chauffeurs (renewed),	741 at 50,	370 50

Total,		<u>\$24,490 50</u>
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Of number plates, 10,612, weighing in the aggregate about 6 tons, have been taken from their packing boxes and packed carefully in wrappers ready for delivery ; 3,000 of such packages have been sent off by express.

Badges to the number of 3,133, for professional chauffeurs, have been delivered.

There have also been issued 300 certificates and licenses to replace that number lost, and records have been made of 1,500 transfers of ownership ; and many hundred permits for temporary number plates have been issued.

Up to the present time the commissioners have heard 63 complaints for careless driving, and have suspended or revoked 6 licenses. Many informal complaints have been investigated.

Two hundred or more cautionary notices have been sent to persons charged with overspeeding.

Eight hundred and thirty-six cases, in which fines were imposed, have been reported by the courts. These reports are carefully filed and indexed, and notes made of persons with

more than one conviction. In most instances where a person has been convicted more than once, a cautionary letter has been sent to him.

This part of the law has not been effective, inasmuch as all convictions have not been reported, and the names and addresses have been so carelessly reported that it is impossible to locate the person complained of. In many instances the owner of the automobile has paid the fine, when another has operated it. This has caused an endless number of useless letters and interviews, but it cannot be remedied as long as a person is willing to be punished for offences of another.

The present law instructs the Highway Commission to "issue to the applicant a certificate of registration, containing the name, place of residence and address of the applicant, and the general distinguishing number or mark assigned to him, and made in such form and containing such further provisions as said commission may determine."

If this act authorizes the Highway Commission to make regulations, said regulations must be printed on the certificate of registration. It is a cumbersome method. The certificate is a permit which cannot be annulled. New regulations of the commission might be made, and the result would be a want of harmony, as certificates of different dates would contain different regulations.

The commissioners have much difficulty in identifying the operator of an automobile showing a manufacturer's or dealer's number, as many cars carry the same number. If the commissioners were authorized to make regulations, this could easily be remedied by prefixing a series of letters to the numbers, and the keeping of a record by the owner of each machine when it is out.

After a year's trial of chapter 366, Acts of 1905, the Highway Commission is satisfied that it is defective. Twelve hearings have been given in towns where the selectmen have made special regulations as to speed, and a proper protest has been filed. In almost every instance where these special speed regulations have been passed the commissioners have found that no effort was made to enforce the State speed. The commissioners are firmly of the belief that no changes in speed regu-

lations should be permitted by local authorities without the approval of the Highway Commission.

Unfortunately, local authorities have not reported as many serious offences against the law to the commissioners for their action as they might have done. This part of the law does not seem to be fully understood. The commissioners believe that the suspension or revocation of licenses is the most effective way of correcting flagrant breaches of the law, and that when it is taken advantage of to its fullest extent the problem will be solved.

ENGINEERS AND CLERKS.

The engineering work of the commission during the past year has been under the general direction of Mr. Austin B. Fletcher, secretary of the board.

Messrs. Andrew M. Lovis and Sidney A. Parsons, first and second assistant engineers, respectively, have had charge of the surveying parties and of the office engineering work.

Messrs. William R. Farrington, John A. Johnston, Frank H. Joyner, Franklin C. Pillsbury and Warren B. Wheeler, division engineers, have had charge of construction work in the field.

The following men have been employed as resident engineers of the first class: Albert D. Dudley, Percival H. Everett, Lyman L. Gerry, Howard C. Holden, Charles H. Howes, Everell J. Nichols, Hiram D. Phillips and George R. Winslow.

The following men have been employed as resident engineers of the second class: George R. Brown, Martin W. Fisher, William P. Hammersley, Frank H. Morris, Carl A. Raymond (7 months), C. Alden Welton, Wilbur T. Wilson (9 months) and David H. Winslow.

The following men have been employed as resident engineers of the third class: Messrs. William G. Addis (9 months), George W. Bagge (4½ months), Daniel H. Dickinson (9 months), Arthur C. Downs (9 months), Stephen Litchfield, Jr. (8½ months), George D. Marshall (8 months) and Charles H. Norton.

The following men have been employed on survey work: chiefs of party: Messrs. Emory N. Colburn, David W. Merrill (6½ months), Harold R. Starbird and Fred M. Stuart.

Transitmen: Arthur L. Bridgham (1 month), William S. Rhodes (3½ months), Warren H. Small (2 months), William M. Stodder (7 months) and Nathan B. Wilbur (5½ months). Rodmen: Abram N. Ashline (9 months), Milton J. Adams (8 months), James W. Arey (4 months), Emory S. Bingham (9 months), Henry W. Brown (23 days), William G. Burns, Robert F. Luce (3 months), Nahum A. Maynard (6 months) and Arthur Weston (2 months).

The following men have been employed as draughtsmen and office assistants: Messrs. C. Ridgely Brown, Fred H. Cunningham, Myron B. Hoyt (7½ months), Arthur Larrabee, Louis T. C. Loring (9 months), Albert L. Southworth, James H. Taylor, Charles S. Tinkham, Robert A. Vesper (6 months) and William N. Wade.

Mr. Elting J. O'Hara has had charge of the work in the automobile department, under the direction of the secretary; and the following clerks have also been employed in that department during the past year: Helen C. Bridge (4 months, 22 days), Elizabeth M. Connell (1 month, 23 days), Hannah F. Dowd (7 months, 19 days), Inez M. Felt (5 months, 23 days), Ida M. Lynam (2 months, 28 days), Caroline W. Perry (9 days), Ida L. Poore (8 months, 5 days), Irving L. Redfield (5 months, 24 days), Lillian J. Stearns (5 months), Frank F. Wyckoff (5 months, 23 days), Carl J. Youngren (8 months, 20 days) and George F. Murdock, messenger.

The regular clerical force remains as last reported, the list being as follows: John M. McCarthy, assistant to the secretary; Mary A. Riley and Nellie M. Barlow, stenographers; Edward A. Austin, accountant; Alice M. Worthen, copyist; and Fred Fair, clerk.

Mr. George E. Rayner has continued in the employ of the commission as inspector of the road-building machinery.

EXPENDITURES.

The following is a summary of the expenditures of the Massachusetts Highway Commission from Dec. 1, 1904, to Nov. 30, 1905 :—

CONSTRUCTION EXPENDITURES.

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Barnstable County.</i>			
Barnstable,	1905	\$3,324 42	
Bourne,	1903	9 97	
Bourne,	1905	3,311 95	
Brewster,	1895	197 20	
Brewster,	1896	197 20	
Brewster,	1897	197 21	
Chatham,	1902	8 71	
Chatham,	1905	7,252 49	
Dennis,	1895	76 44	
Dennis,	1896	76 45	
Dennis,	1897	76 44	
Dennis,	1898	76 44	
Eastham,	1904	913 89	
Eastham,	1905	1,876 92	
Falmouth,	1904	1,869 22	
Falmouth (1st),	1905	4,497 35	
Falmouth (2d),	1905	1,558 84	
Orleans (Eastham),	1904	1,009 16	
Orleans (Pleasant Bay),	1904	49 27	
Orleans,	1905	2,273 87	
Wellfleet,	1904	3,474 89	
Yarmouth,	1894	11 20	
Yarmouth,	1895	11 20	
Yarmouth (1st),	1896	11 20	
Yarmouth (2d),	1896	11 20	
Yarmouth (south),	1896	22 16	
			\$32,395 29
<i>Berkshire County.</i>			
Becket,	1904	\$828 60	
Becket,	1905	3,858 86	
Clarksburg,	1905	4,610 27	
Dalton,	1904	10 83	
Great Barrington,	1894	1,398 37	
Great Barrington,	1896	1,398 38	
Hinsdale,	1903	4 43	
Lee,	1900	33 75	
Lenox,	1904	7,735 26	
Lenox,	1905	1,841 81	
North Adams,	1903	3 74	
Pittsfield,	1894	1,135 03	
Pittsfield,	1898	1,135 03	
Pittsfield,	1904	1,228 86	
<i>Amounts carried forward,</i>		\$25,222 22	\$32,395 29

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i> . . . . .	.	\$25,222 22	\$32,395 29
Pittsfield,	1905	3,422 39	
Richmond,	1897	20 82	
Richmond,	1898	20 82	
Richmond,	1899	20 83	
Richmond,	1901	20 83	
Richmond,	1902	20 83	
Richmond,	1903	20 83	
Richmond,	1904	25 13	
Richmond,	1905	2,061 81	
Stockbridge,	1905	3,690 31	34,547 82
<i>Bristol County.</i>			
Attleborough,	1901	\$6,537 16	
Dartmouth,	1903	5,421 50	
Dartmouth,	1905	4,695 76	
Fairhaven,	1894	1,691 39	
Fairhaven,	1895	845 69	
Rehoboth,	1905	4,714 32	
Seekonk,	1904	159 65	
Somerset,	1904	1,317 01	
Somerset,	1905	4,203 10	
Taunton,	1905	5,937 12	
Westport,	1894	2,726 43	38,249 13
<i>Dukes County.</i>			
Chilmark,	1905	\$5,468 27	
Chilmark,	—	222 63	
West Tisbury (1st),	1904	3,370 54	
West Tisbury (2d),	1904	438 14	9,499 58
<i>Essex County.</i>			
Amesbury,	1903	\$221 61	
Andover,	1895	28 62	
Andover,	1896	28 63	
Andover,	1897	28 64	
Andover,	1899	28 64	
Andover,	1900	28 64	
Andover,	1902	28 64	
Andover,	1903	28 64	
Beverly (1st),	1905	4,171 66	
Beverly (2d),	1905	1,656 03	
Beverly (3d),	1905	443 22	
Essex,	1902	38 06	
Gloucester,	1905	3,516 32	
Groveland,	1905	922 21	
Haverhill,	1904	554 07	
Merrimac,	1903	27 70	
Newbury,	1904	940 50	
<i>Amounts carried forward,</i> . . . . .	.	\$12,691 83	\$114,691 82

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i>		\$12,691 83	\$114,691 82
Newbury,	1905	4,877 46	
Rowley,	1905	860 73	
Salem,	1901	227 91	
Salisbury,	1904	3,119 11	
Salisbury,	1905	3,757 70	
Swampscott,	1897	2,304 44	
West Newbury,	1904-5	1,057 79	28,896 97
<i>Franklin County.</i>			
Colrain,	1905	\$2,983 41	
Deerfield,	1904	4,826 74	
Deerfield,	1905	3,795 31	
Erving,	1898	4,152 34	
Greenfield,	1905	1,008 36	
Montague,	1904	696 13	
Montague,	1905	11 63	
Orange,	1905	844 49	
Sunderland,	1904	2,943 88	
Whately,	1905	4,242 72	25,505 01
<i>Hampden County.</i>			
Brimfield,	1899	\$26 79	
Chester,	1904	600 11	
Chester,	1905	6,616 97	
Chicopee,	1905	4,957 98	
Monson,	1901	14 42	
Monson,	1905	2,550 80	
Palmer,	1901	65 67	
Palmer,	1905	4,256 95	
Russell,	1894	4 76	
Westfield,	1899	113 08	
Westfield,	1900	113 09	
Westfield,	1901	113 09	
Westfield,	1902	115 53	
West Springfield,	1905	2,920 08	
Wilbraham,	1904	3,286 22	25,755 54
<i>Hampshire County.</i>			
Granby,	1905	\$6,144 20	
Hadley,	1895	4,400 24	
Hadley,	1904	291 40	
Huntington,	1895	4 76	
Northampton (1st),	1905	9,349 10	
Northampton (2d),	1905	3,709 60	
South Hadley,	1903	79 83	
South Hadley,	1904	664 22	
Southampton,	1905	4,216 96	28,860 31
<i>Amount carried forward,</i>			\$223,709 65

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amount brought forward,</i>			\$223,709 65
<i>Middlesex County.</i>			
Ashby,	1894	\$8 80	
Ashby,	1895	8 79	
Ashby,	1896	8 80	
Ashby,	1897	8 80	
Ashby,	1898	8 81	
Ashby,	1899	8 81	
Ashland,	1903	4 43	
Boxborough,	1905	2,391 19	
Burlington,	1904	816 27	
Burlington,	1905	5,021 72	
Chelmsford,	1901	277 03	
Chelmsford,	1904	1,558 31	
Concord,	1905	6,362 82	
Concord (bridge),	1905	5,714 44	
Dracut,	1905	111 67	
Framingham,	1904	4,325 52	
Framingham,	1905	4,640 69	
Littleton,	1904	947 62	
Marlborough,	1904	676 22	
Natick,	1901	77 59	
Natick,	1903	2,065 18	
North Reading,	1897	36 72	
North Reading,	1898	36 71	
North Reading,	1901	36 72	
North Reading,	1904	34 95	
North Reading (bridge),	1904	2,315 26	
Reading,	1899	65 35	
Reading,	1900	65 35	
Reading,	1902	65 35	
Reading,	1904	90 13	
Reading (bridge),	1904	2,315 27	
Stoneham,	1897	35 75	
Stoneham,	1898	35 75	
Stoneham,	1900	35 76	
Stoneham,	1901	35 77	
Tewksbury,	1904	3,092 41	
Tewksbury,	1905	6,242 13	
Townsend,	1896	11 34	
Townsend,	1897	1,207 46	
Townsend,	1898	505 21	
Townsend,	1900	22 88	
Townsend,	1901	11 24	
Townsend,	1902	11 24	
Westford,	1903	63 81	
Weston,	1899	326 34	
Winchester,	1899	207 26	
			51,949 67
<i>Amount carried forward,</i>			\$275,659 32

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amount brought forward,</i>			\$275,659 32
<i>Norfolk County.</i>			
Bellingham,	1904	\$4,828 70	
Bellingham,	1905	215 14	
Braintree,	1902	476 22	
Canton,	1905	676 46	
Dover,	1905	3,647 46	
Foxborough,	1905	4,939 82	
Franklin,	1905	5,102 48	
Milton,	1899	1,142 80	
Needham,	1905	3,852 88	
Norfolk,	1895	60 89	
Norwood,	1895	34 89	
Norwood,	1896	34 88	
Norwood,	1897	34 88	
Norwood,	1899	34 88	
Quincy,	1904	5,950 41	
Stoughton,	1904	520 81	
Stoughton,	1905	6,631 30	
Walpole,	1894	26 87	
Walpole,	1895	26 87	
Walpole,	1897	26 87	
Walpole,	1898	26 88	
Walpole,	1900	26 88	
Wellesley,	1901	32 91	
Westwood,	1899	59 37	
Weymouth,	1903	1,264 35	
Weymouth,	1904	682 10	
Wrentham,	1897	24 66	
Wrentham,	1898	24 65	
Wrentham,	1902	24 65	
			40,431 96
<i>Plymouth County.</i>			
Abington,	1905	\$3,048 40	
Bridgewater,	1905	4,579 10	
Duxbury,	1903	18 91	
Duxbury,	1905	4,777 18	
Kingston,	1905	47 24	
Marion,	1903	475 43	
Pembroke,	1905	2,255 59	
Plymouth,	1904	4,250 38	
Rochester,	1903	1,957 88	
Rockland,	1905	3,944 73	
Wareham,	1905	124 98	
West Bridgewater,	1904	221 62	
			25,701 44
<i>Suffolk County.</i>			
Chelsea,	1901	\$4,923 57	
			4,923 57
<i>Amount carried forward,</i>			\$346,716 29

CONSTRUCTION EXPENDITURES — *Continued.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amount brought forward,</i>			\$346,716 29
<i>Worcester County.</i>			
Athol,	1895	\$33 36	
Athol,	1896	33 37	
Auburn,	1895	3,540 44	
Auburn,	1896	2,569 00	
Auburn,	1897	2,744 74	
Auburn,	1898	20 67	
Auburn,	1899	20 67	
Auburn,	1901	20 67	
Auburn,	1904	2,079 37	
Auburn,	1903	8,013 41	
Brookfield,	1897	30 18	
Brookfield,	1898	30 18	
Brookfield,	1900	30 18	
Brookfield,	1902	30 18	
Brookfield,	1903	30 19	
Brookfield (1st),	1905	7,090 77	
Brookfield (2d),	1905	4,049 31	
Charlton,	1905	3,134 80	
Douglas,	1904	1,199 05	
Douglas (bridge),	1904	783 68	
Douglas,	1905	2,378 24	
Dudley,	1904	1,108 77	
Fitchburg,	1894	12 95	
Fitchburg,	1895	12 95	
Fitchburg,	1903	8 09	
Fitchburg,	1904	4,119 53	
Gardner,	1897	110 68	
Gardner,	1898	110 68	
Grafton,	1905	3,501 56	
Harvard,	1905	9,025 00	
Holden,	1905	3,846 44	
Lancaster,	1902	797 36	
Leicester,	1896	5 04	
Leicester,	1898	5 04	
Leicester,	1899	5 05	
Leominster,	1904	67 18	
Leominster,	1905	2 49	
Milford,	1904	6,167 13	
Milford,	1905	3,257 97	
Millbury,	1904	354 68	
Northborough,	1904	1,213 41	
North Brookfield,	1905	2,920 97	
Phillipston,	1904	5,248 17	
Princeton,	1897	20 08	
Princeton,	1900	20 09	
Princeton,	1902	20 09	
Princeton,	1903	20 09	
<i>Amounts carried forward,</i>		\$79,843 95	\$346,716 29

CONSTRUCTION EXPENDITURES — *Concluded.*

TOWN OR CITY.	Year of Lay-out.	Amount.	Totals.
<i>Amounts brought forward,</i> . . . . .	.	\$79,843 95	\$346,716 29
Rutland,	1904	8,484 81	
Shrewsbury,	1898	409 57	
Shrewsbury,	1904	2,018 36	
Southborough,	1903	98 59	
Southborough,	1905	72 58	
Spencer,	1899	3 44	
Spencer (1st),	1900	3 44	
Spencer (2d),	1900	3 45	
Sterling,	1905	3,189 42	
Sturbridge,	1897	2,351 49	
Sturbridge,	1903-4	8,106 49	
Sutton,	1904	252 09	
Templeton,	1899	24 74	
Templeton,	1901	24 73	
Templeton,	1902	24 73	
Templeton,	1903	24 73	
Templeton,	1905	2,518 67	
Westborough,	1903	339 53	
West Brookfield,	1899	30 25	
West Brookfield,	1900	30 25	
West Brookfield,	1901	30 26	
West Brookfield,	1905	4,726 98	
Westminster,	1894	8 63	
Westminster,	1895	8 63	
Westminster,	1896	8 62	
Westminster,	1897	8 62	
Westminster,	1898	8 62	
Westminster,	1899	8 63	
Westminster,	1903	82 26	
Worcester,	1900	3 60	
Worcester,	1905	5,919 50	
			118,669 66
			\$465,385 95

REPAIR AND MAINTENANCE EXPENDITURES.

[Under chapter 316 of the Acts of 1904 and chapter 36 of the Acts of 1905.]

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.	
	Chapter 316.	Chapter 36.			
<i>Barnstable County.</i>					
Barnstable,	\$13 88	\$322 93	\$336 81	\$6,410 09	
Bourne,	—	119 56	119 56		
Brewster,	19 34	788 25	807 59		
Chatham,	—	152 80	152 80		
Dennis,	27 19	457 04	484 23		
Eastham,	—	326 04	326 04		
Falmouth,	—	190 79	190 79		
Harwich,	12 46	425 69	438 15		
Orleans,	—	158 10	158 10		
Provincetown,	18 00	62 77	80 77		
Sandwich,	—	1,588 28	1,588 28		
Truro,	14 10	269 85	283 95		
Wellfleet,	—	429 00	429 00		
Yarmouth (north),	19 07	277 05	296 12		
Yarmouth (south),	295 17	422 73	717 90		
	\$419 21	\$5,990 88	\$6,410 09		
<i>Berkshire County.</i>					
Adams,	—	\$27 96	\$27 96		
Becket,	—	150 11	150 11		
Cheshire,	—	180 99	180 99		
Dalton,	—	395 39	395 39		
Great Barrington,	\$286 60	887 38	1,173 98		
Hancock,	21 75	740 25	762 00		
Hinsdale,	—	33 18	33 18		
Lee,	72 85	820 01	892 86		
Lenox,	65 00	399 64	464 64		
North Adams,	40 37	4,692 41	4,732 78		
Pittsfield,	—	674 80	674 80		
Richmond,	—	337 46	337 46		
Stockbridge,	—	3 53	3 53		
Williamstown,	339 07	463 68	802 75		
Windsor,	—	72 59	72 59		
	\$825 64	\$9,879 38	\$10,705 02	10,705 02	
<i>Bristol County.</i>					
Acushnet,	—	\$163 22	\$163 22		
Attleborough,	\$110 66	102 62	213 28		
Dartmouth,	—	37 80	37 80		
Dighton,	—	20 54	20 54		
Easton,	3 33	26 84	30 17		
Fairhaven,	40 95	18 62	59 57		
Freetown,	—	74 47	74 47		
Mansfield,	—	33 70	33 70		
North Attleborough,	19 23	230 80	250 03		
<i>Am'ts carried for'd,</i>	\$174 17	\$708 61	\$882 78	\$17,115 11	

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 316.	Chapter 36.		
<i>Am'ts brought for'd,</i>	\$174 17	\$708 61	\$882 78	\$17,115 11
Norton,	—	26 61	26 61	
Raynham,	—	14 17	14 17	
Rehoboth,	—	150 57	150 57	
Seekonk,	—	48 01	48 01	
Somerset,	6 50	365 20	371 70	
Swansea,	7 00	18 33	25 33	
Taunton,	57 06	81 56	138 62	
Westport,	—	282 71	282 71	
	\$244 73	\$1,695 77	\$1,940 50	1,940 50
<i>Dukes County.</i>				
Chilmark,	—	\$7 28	\$7 28	
Cottage City,	\$9 88	161 26	171 14	
Edgartown,	8 58	121 09	129 67	
Tisbury,	9 39	133 67	143 06	
West Tisbury,	14 38	231 81	246 19	
	\$42 23	\$655 11	\$697 34	697 34
<i>Essex County.</i>				
Amesbury,	\$47 70	\$182 18	\$229 88	
Andover,	7 09	278 77	285 86	
Beverly,	477 04	2,000 87	2,477 91	
Essex,	—	100 57	100 57	
Gloucester,	28 90	244 05	272 95	
Groveland,	42 53	53 29	95 82	
Hamilton,	—	132 29	132 29	
Haverhill,	15 89	117 48	133 37	
Lawrence,	3 88	28 36	32 24	
Lynn,	—	5 04	5 04	
Merrimac,	34 36	118 91	153 27	
Methuen,	8 25	68 41	76 66	
Newbury,	—	172 10	172 10	
Newburyport,	—	80 78	80 78	
North Andover,	—	198 16	198 16	
Rockport,	—	2 06	2 06	
Salem,	—	85	85	
Salisbury,	—	9 30	9 30	
Saugus,	89 75	314 68	404 43	
Swampscott,	128 90	158 43	287 33	
Wenham,	50 49	153 55	204 04	
West Newbury,	—	241 55	241 55	
	\$934 78	\$4,661 68	\$5,596 46	5,596 46
<i>Franklin County.</i>				
Ashfield,	\$2 50	\$286 83	\$289 33	
Buckland,	135 89	485 37	621 26	
Charlemont,	33 35	123 64	156 99	
<i>Am'ts carried for'd,</i>	\$171 74	\$895 84	\$1,067 58	\$25,349 41

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 316.	Chapter 36.		
<i>Am'ts brought for'd, .</i>	\$171 74	\$895 84	\$1,067 58	\$25,349 41
Colrain,	8 81	242 93	251 74	
Deerfield,	—	266 86	266 86	
Erving,	21 70	101 84	123 54	
Greenfield,	1 65	138 97	140 62	
Montague,	—	254 09	254 09	
Northfield,	—	61 03	61 03	
Orange,	78 90	275 39	354 29	
Shelburne,	13 67	312 81	326 48	
Sunderland,	—	272 90	272 90	
Whately,	24 00	86 70	110 70	
	\$320 47	\$2,909 36	\$3,229 83	3,229 83
<i>Hampden County.</i>				
Agawam,	—	\$11 24	\$11 24	
Brimfield,	\$74 79	199 90	274 69	
Chester,	20 10	264 60	284 70	
Chicopee,	34 06	2,908 24	2,942 30	
East Longmeadow,	13 25	4 81	18 06	
Monson,	21 90	94 62	116 52	
Palmer,	50 16	185 78	235 94	
Russell,	21 55	374 70	396 25	
Wales,	43 53	28 16	71 69	
Westfield,	—	1,622 28	1,622 28	
West Springfield,	—	67 84	67 84	
Wilbraham,	37 42	240 93	278 35	
	\$316 76	\$6,003 10	\$6,319 86	6,319 86
<i>Hampshire County.</i>				
Amherst,	\$19 13	\$193 32	\$212 45	
Belchertown,	—	169 38	169 38	
Easthampton,	—	162 08	162 08	
Goshen,	228 63	141 28	369 91	
Granby,	2 00	417 78	419 78	
Hadley,	—	423 41	423 41	
Hatfield,	—	14 40	14 40	
Huntington,	—	178 54	178 54	
Northampton,	—	145 79	145 79	
Southampton,	—	4 23	4 23	
South Hadley,	85 02	677 13	762 15	
Ware,	1 75	74 06	75 81	
Williamsburg,	19 40	115 75	135 15	
	\$355 93	\$2,717 15	\$3,073 08	3,073 08
<i>Middlesex County.</i>				
Acton,	\$37 40	\$206 75	\$244 15	
Ashby,	79 27	295 09	374 36	
Ashland,	6 01	43 09	49 10	
<i>Am'ts carried for'd, .</i>	\$122 68	\$544 93	\$667 61	\$37,972 18

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 316.	Chapter 36.		
<i>Am'ts brought for'd, .</i>	\$122 68	\$544 93	\$667 61	\$37,972 18
Bedford,	11 20	43 35	54 55	
Boxborough,	—	71 57	71 57	
Burlington,	14 87	116 25	131 12	
Chelmsford,	—	169 58	169 58	
Concord,	6 00	135 26	141 26	
Groton,	1 50	92 55	94 05	
Lexington,	16 54	281 14	297 68	
Lincoln,	9 91	230 59	240 50	
Littleton,	6 50	112 58	119 08	
Lowell (north),	—	73 27	73 27	
Lowell (south),	—	269 85	269 85	
Marlborough,	29 90	113 07	142 97	
Natick,	—	79 75	79 75	
Newton,	—	6 63	6 63	
North Reading,	24 63	117 49	142 12	
Reading,	3 21	228 32	231 53	
Stoneham,	—	176 24	176 24	
Sudbury,	83 00	377 55	460 55	
Tewksbury,	3 23	169 65	172 88	
Townsend,	89 89	233 79	323 68	
Tyngsborough,	9 20	123 47	132 67	
Watertown,	7 20	72 42	79 62	
Wayland,	183 38	134 09	317 47	
Westford,	15 00	281 44	296 44	
Weston,	115 84	47 80	163 64	
Winchester,	46 12	286 79	332 91	
Woburn,	73 62	221 88	295 50	
	\$873 42	\$4,811 30	\$5,684 72	5,684 72
<i>Nantucket County.</i>				
Nantucket,	\$27 00	\$383 74	\$410 74	410 74
<i>Norfolk County.</i>				
Bellingham,	—	\$10 20	\$10 20	
Braintree,	—	27 82	27 82	
Cohasset,	—	64 19	64 19	
Foxborough,	—	72 78	72 78	
Holbrook,	\$7 29	51 57	58 86	
Milton,	—	574 87	574 87	
Needham,	—	6 39	6 39	
Norfolk,	33 10	20 98	54 08	
Norwood,	33 29	214 39	247 68	
Plainville,	—	29 88	29 88	
Quincy,	—	27 48	27 48	
Randolph,	—	97 99	97 99	
Stoughton,	29 95	64 84	94 79	
Walpole,	25 83	168 58	194 41	
<i>Am'ts carried for'd, .</i>	\$129 46	\$1,431 96	\$1,561 42	\$44,067 64

REPAIR AND MAINTENANCE EXPENDITURES — *Continued.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 316.	Chapter 36.		
<i>Am'ts brought for'd, .</i>	\$129 46	\$1,431 96	\$1,561 42	\$44,067 64
Wellesley,	—	69 58	69 58	
Westwood,	—	66 71	66 71	
Weymouth,	1 04	114 40	115 44	
Wrentham,	234 85	144 97	379 82	
	\$365 35	\$1,827 62	\$2,192 97	2,192 97
<i>Plymouth County.</i>				
Abington,	\$4 92	\$64 72	\$69 64	
Bridgewater,	—	17 20	17 20	
Brockton,	10 54	158 13	168 67	
Duxbury,	—	198 99	198 99	
Hingham,	—	143 35	143 35	
Lakeville,	—	89 28	89 28	
Marion,	—	186 92	186 92	
Marshfield,	—	163 39	163 39	
Mattapoisett,	—	83 29	83 29	
Middleborough,	—	155 57	155 57	
Plymouth,	226 60	126 26	352 86	
Rochester,	—	114 35	114 35	
Rockland,	—	10 94	10 94	
Scituate,	41 50	133 73	175 23	
Wareham,	—	506 42	506 42	
West Bridgewater,	11 42	78 06	89 48	
Whitman,	7 08	61 77	68 85	
	\$302 06	\$2,292 37	\$2,594 43	2,594 43
<i>Suffolk County.</i>				
Chelsea,	—	\$3 72	\$3 72	
Revere (east),	\$31 68	146 27	177 95	
Revere (west),	59 63	204 16	263 79	
	\$91 31	\$354 15	\$445 46	445 46
<i>Worcester County.</i>				
Athol,	\$1 00	\$237 39	\$238 39	
Auburn,	—	357 90	357 90	
Barre,	22 53	134 34	156 87	
Blackstone,	12 50	141 46	153 96	
Brookfield,	40 20	178 81	219 01	
Charlton,	65 39	104 04	169 43	
Douglas,	220 20	18 48	238 68	
Dudley,	19 30	187 12	206 42	
Fitchburg,	49 20	1,396 34	1,445 54	
Gardner,	34 25	514 89	549 14	
Grafton,	28 40	27 40	55 80	
Hardwick,	—	69 72	69 72	
Harvard,	4 28	116 76	121 04	
Holden,	7 50	95 21	102 71	
<i>Am'ts carried for'd, .</i>	\$504 75	\$3,579 86	\$4,084 61	\$49,300 50

REPAIR AND MAINTENANCE EXPENDITURES — *Concluded.*

TOWN OR CITY.	PAID FROM REVENUE.		Amount.	Totals.
	Chapter 316.	Chapter 36.		
<i>Am'ts brought for'd, .</i>	\$504 75	\$3,579 86	\$4,084 61	\$49,300 50
Lancaster,	—	56 58	56 58	
Leicester,	12 89	318 83	331 72	
Leominster,	—	132 01	132 01	
Lunenburg,	2 00	286 20	288 20	
Millbury,	2 24	105 49	107 73	
New Braintree,	—	46 06	46 06	
Northborough,	5 56	129 03	134 59	
Paxton,	19 57	86 24	105 81	
Phillipston,	1 00	47 53	48 53	
Princeton,	—	44 37	44 37	
Rutland,	—	7 45	7 45	
Shrewsbury,	49 55	206 99	256 54	
Southborough,	—	7 20	7 20	
Southbridge,	2 57	31 45	34 02	
Spencer,	—	68 74	68 74	
Sterling,	29	133 89	134 18	
Sturbridge,	4 63	8 86	13 49	
Sutton,	70 19	103 90	174 09	
Templeton,	2 00	98 25	100 25	
Uxbridge,	—	83 61	83 61	
Warren,	—	315 19	315 19	
Westborough,	—	45 13	45 13	
West Boylston,	—	334 52	334 52	
West Brookfield,	16 15	110 54	126 69	
Westminster,	132 97	763 80	896 77	
Worcester,	8 86	168 46	177 32	
Totals,	\$835 22	\$7,320 18	\$8,155 40	\$8,155 40

EXPENDITURES UNDER "SMALL TOWN" ACTS.

[Chapter 47, Revised Laws.]

Alford,	\$176 00
Ashburnham,	640 00
Avon,	443 00
Ayer,	1,000 00
Billerica,	900 00
Boylston,	520 00
Carver,	1,448 00
Chesterfield,	100 00
East Bridgewater,	442 89
Egremont,	536 00
Enfield,	600 00
<i>Amount carried forward,</i>	<i>\$6,805 89</i>

<i>Amount brought forward,</i>	\$6,805 89
Georgetown (two contracts),	562 50
Granville,	845 39
Greenwich,	180 00
Halifax,	702 00
Hampden,	428 00
Hanover,	2,048 82
Hawley,	444 00
Hubbardston,	840 00
Lanesborough (two contracts),	552 00
Leverett,	952 00
Leyden,	204 00
Longmeadow,	1,050 00
Maynard,	1,400 00
Mendon,	400 00
Millis,	944 81
Montgomery,	408 00
New Marlborough,	1,024 00
Otis,	496 00
Pembroke,	55 00
Peru,	296 00
Petersham,	1,020 00
Plympton,	310 00
Prescott,	372 00
Provincetown,	1,257 56
Rowe,	432 00
Sandisfield,	756 00
Savoy,	616 00
Sherborn,	200 00
Shirley,	856 00
Southwick,	600 00
Shutesbury (two contracts),	642 00
Stow,	644 38
Topsfield,	744 00
Tyringham,	704 00
Westhampton,	452 00
Winchendon,	295 25
Worthington,	730 00
Total,	\$31,269 60

EXPENDITURES UNDER CHAPTER 100, RESOLVES OF 1904.

Road Repair at Middlefield.

Payments for work under contract at Middlefield,	\$35 92
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EXPENDITURES UNDER CHAPTER 384, ACTS OF 1903.

Lynn State Highway Construction.

Payments for work done under contract at Lynn,	\$43,621 21
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GENERAL EXPENSES.

For Month of December, 1904.

[Under Chapter 19, Acts of 1904.]

Salaries of commissioners,	\$708 35	
Travel of commissioners,	60 40	
Salaries of clerical assistants and first and second assistant engineers,	1,089 00	
Printing and postage,	12 00	
Rent of offices,	1,062 51	
Advertising hearings,	7 38	
Recording land takings and easements,	4 35	
Steam road roller, repairs to,	30 37	
Miscellaneous items, including office supplies, ex- press charges, telegrams and minor office expenses,	23 25	
		<hr/>
		\$2,997 61

Automobile registration : —

Salaries of clerks and clerical assistants,	\$299 00	
Badges for professional chauffeurs,	75	
Printing, including postal cards and envelopes,	23 76	
Sheriff's services in notices for hearings,	20 54	
Miscellaneous items,	55	
		<hr/>
		344 60
		<hr/>
		\$3,342 21

Jan. 1 to Nov. 30, 1905.

[Under Chapter 36, Acts of 1905.]

Salaries of commissioners,	\$7,791 65	
Travel of commissioners,	2,575 26	
Salaries of clerical assistants and first and second assistant engineers,	11,909 88	
Rent of offices,	3,760 42	
Printing and binding annual report,	1,089 15	
Office and typewriter supplies,	482 88	
Printing, including postal cards and envelopes,	1,270 17	
Telephone, including tolls,	342 38	
Postage,	182 50	
Recording land takings and easements,	163 05	
Advertising hearings,	52 61	
Repairs to steam road rollers,	2,862 41	
Miscellaneous items, including express charges, car fares, telegrams and other minor office expenses,	408 23	
		<hr/>
		\$32,890 59

Automobile registration : —

Salaries of clerks and clerical assistants,	\$4,734 53	
Travel and expense,	24 00	
Number plates for registering automobiles,	1,550 00	
		<hr/>
<i>Amounts carried forward,</i>	<i>\$6,308 53</i>	<i>\$32,890 59</i>

<i>Amounts brought forward,</i>	\$6,308 53	\$32,890 59
Badges for professional chauffeurs,	712 50	
Office and typewriter supplies,	228 71	
Printing, including postal cards and envelopes,	1,165 01	
Postage,	44 00	
Sign boards and supplies,	171 43	
Rent of offices,	529 16	
Miscellaneous items, including express charges, telegrams, car fares, due stamps and other minor office expenses,	152 50	
		<hr/> 9,311 84
		\$42,202 43

EXPENDITURES FROM REVENUE, BY DEFICIENCY APPROPRIATION.

[Chapter 125, Acts of 1905.]

Travel and expense of commission,	\$41 60
Printing, including postal cards and envelopes,	192 44
Advertising hearings,	7 22
Office and typewriter supplies,	34 98
Telephone tolls,	2 10
Miscellaneous items,	20 25
	<hr/> \$298 59

SUMMARY OF EXPENDITURES

For construction,	\$465,385 95
For road repair and maintenance,	57,455 90
For construction under "small town" acts,	31,269 60
For construction under chapter 100, Resolves of 1904,	35 92
For construction under chapter 384, Acts of 1903,	43,621 21
For general expenses, including automobile registration, chapter 19, Acts of 1904,	3,342 21
For general expenses, including automobile registration, chapter 36, Acts of 1905,	42,202 43
For expenditures under deficiency appropriation,	298 59
	<hr/> \$643,611 81

W. E. McCLINTOCK,
HAROLD PARKER,
JOHN H. MANNING,
Massachusetts Highway Commission.

APPENDIX.

APPENDIX A.

TABLE SHOWING THE HIGHWAYS LAID OUT AND CONTRACTED CONSTRUCTIONS

[In the last column the capital letters have the following significance: A, trap; B, local field stone; F, gravel; G, gravel and four-inch macadam; H, screened gravel; K, clay and four-

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Abington,	1900-1-3,	Brockton line,
2	Abington,	1905,	Holbrook line,
3	Acton, ²	1899-1900-1-2,	Concord line to Littleton line, . .
4	Acton (west),	1901,	Boxborough line,
5	Acushnet,	1901-3,	Rochester line via Long Plain to Rochester.
6	Acushnet,	1897,	1,500 feet from New Bedford line, .
7	Adams,	1897,	Cheshire line,
8	Agawam,	1903-4,	South end bridge at Connecticut River.
9	Amesbury,	1899-1901-3-4,	Merrimac line,
10	Amherst,	1901-4,	Hadley line,
11	Andover,	1895-6,	Lawrence line,
12	Andover,	1897-9-1900-2-3,	North Reading line,
13	Ashby,	1894-5-6-7-8-9,	Fitchburg line to Ashby post-office,
14	Ashfield,	1897-8,	One mile north of Ashfield post-office.
15	Ashland,	1903,	Southborough line,
16	Athol,	1895-6,	Orange line,
17	Athol,	1902-3,	Phillipston line,
18	Attleborough,	1900-1-3,	North Attleborough line,
19	Auburn,	1895-6-7-8-9-1901-3-4,	Worcester line to Oxford line, . .
20	Barnstable (north),	1899-1902,	Sandwich line,
21	Barnstable (south),	1897-1901,	Yarmouth line,
22	Barnstable (west),	1904,	Marston Mills,
23	Barre,	1897-9-1900-2,	Ware River Bridge to Barre Common.
24	Becket,	1902-4,	Chester line,
25	Becket,	1905,	Westerly end of 1904 section, . .

¹ 1900 section.² Exclusive of 1,100 feet at railroad crossing.³ 1899-1900 sections.

APPENDIX A.

FOR BY THE COMMISSION, AND THE NATURE OF THE SEVERAL
TO JAN. 1, 1906.

stone; C, local ledge other than trap; D, bottom course field stone, top course trap; E, lime-
inch macadam; M, clay and screened gravel; N, unsurfaced; O, stone from Cohasset quarry.]

ROAD LAID OUT.		Length con- structed Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Easterly, . .	1.73	1.74	50-60	15	13	B.	1
Easterly, . .	.48	.48	40-50	15	-	B.	2
North-westerly,	3.71	3.71	50-50+	16	33	A-G.	3
South-easterly, .	.72	.72	50	15	-	A.	4
Westerly and northerly.	2.80	2.80	40	15	-	B.	5
Northerly, . .	.61	.61	50+	15	3	B.	6
Northerly, . .	.57	.57	50	15	3	A.	7
Southerly, . .	1.15	1.15	50-60+	15	-	A.	8
Easterly, . .	2.24	2.24	50-55-60	15	43	B.	9
North-easterly, .	.97	.97	50	15	-	A.	10
Southerly, . .	1.22	1.22	66	18	3	D.	11
Northerly, . .	2.98	2.98	60	15	53	B-C.	12
Northerly, . .	3.58	3.58	50-66	20-18-15	5-3	B.	13
Northerly, . .	1.61	1.61	50-70	-	-	H.	14
Easterly, . .	1.47	1.47	50+	-	-	F.	15
Easterly, . .	1.61	1.61	50	17	3	A-D.	16
North-westerly,	1.49	1.02	50	15	-	B.	17
South-westerly, .	2.66	2.66	66	6 18	-	A-F-G.	18
South-westerly,	5.26	5.26	50-50+	15-18	43	A-B-G.	19
South-easterly, .	2.14	2.00	40-50	15	-	1899-B, 1902- B-G.	20
Westerly, . .	2.26	2.26	40-62	12-15-18	-	B.	21
Southerly, . .	1.48	1.48	40	15	-	B.	22
North-westerly,	2.89	2.89	49.5-50+	15	-	A, 1902-B.	23
Westerly, . .	1.07	1.07	50	12	-	A, 1904-N.	24
Westerly, . .	.54	.54	50	-	-	N.	25

⁴ 1899 section.⁵ 1897-99-1900 sections.⁶ 1901 section.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Bedford,	1897-1902,	Lexington line,
2	Bedford,	1903,	Carlisle bridge,
3	Belchertown,	1900-1-2,	Near depot,
4	Bellingham,	1902,	900 feet from Blackstone line, .
5	Bellingham,	1905,	Blackstone line,
6	Bellingham,	1904,	Franklin line,
7	Bellingham,	1905,	Westerly end of 1904 section, .
8	Beverly,	1895-7-8,	Wenham line,
9	Beverly,	1905,	Manchester line,
10	Blackstone,	1899-1900-2,	Uxbridge line,
11	Blackstone,	1905,	Bellingham line to Woonsocket line.
12	Bourne,	1897-8-1904,	Cohasset Narrows,
13	Bourne,	1903,	Back River bridge,
14	Bourne, ⁴	1905,	Southerly end of 1903 section, .
15	Boxborough,	1897-9,	Acton line,
16	Boxborough,	1905,	Westerly end of 1899 section, .
17	Braintree,	1900-2,	Quincy line,
18	Brewster,	1895-6-7-1901,	Dennis line to Orleans line, . .
19	Bridgewater,	1905,	Near Middleborough line, . .
20	Bridgewater,	1905,	Northerly end of 1904 section, .
21	Brimfield,	1897-9,	Monson line,
22	Brimfield,	1901-2,	Wales line,
23	Brockton,	1897-8-9,	Easton line,
24	Brockton,	1900,	Abington line,
25	Brockton,	1904,	West Bridgewater line,
26	Brookfield,	1902-3,	West Brookfield line,
27	Brookfield,	1897-8-1900-4,	Brookfield village,
28	Brookfield,	1905,	Spencer line,
29	Buckland,	1894-5-6-7-8-9-1900-3,	Shelburne Falls station, . .
30	Burlington,	1903-4,	Woburn line,
31	Burlington,	1905,	Northerly end of 1904 section, .
32	Canton,	1905,	Stoughton line,
33	Charlemont,	1897-8-9,	Deerfield River bridge,
34	Charlton,	1901-2,	Charlton depot to Charlton city, .
35	Charlton,	1905,	Near Charlton city,
36	Chatham,	1899-1901-2,	Depot street,

¹ 1897 section.² 1899 section.³ 1897-8 sections.

CONTRACTED FOR BY THE COMMISSION, ETC.—*Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
North-westerly,	1.07	1.07	50-60	15	¹ 3	B.	1
Southerly, .	.04	.04	50	-	-	N.	2
Westerly, .	1.37	1.37	50	15	-	A-G.	3
North-easterly, .	.38	.38	50	15	-	B.	4
North-easterly, .	.73	.35	35-50	15	-	B.	5
Westerly, .	.98	.98	50-66	15	-	B.	6
Westerly, .	.17	-	50±	-	-	-	7
Southerly, .	2.01	2.01	50-60	18	3	1895-7 A, 1898	8
South-westerly,	2.90	2.90	27-60	15-18	-	C. A.	9
South-easterly, .	1.74	1.74	49.5-50+	15	² 3	A-G.	10
South-westerly,	.06	-	42-46	-	-	-	11
Easterly, .	2.09	2.09	40-45+	15	³ 3	B-C-O.	12
Southerly, .	.96	.96	60±	15	-	B-G.	13
Southerly, .	1.14	1.14	60	15	-	B.	14
Westerly, .	1.36	1.36	50-60	15	3-4	B.	15
North-westerly,	1.09	.60	60	-	-	F.	16
South-easterly, .	1.06	1.06	66	18	3	A.	17
Easterly, .	7.79	7.79	40-50-50+	15	3	B.	18
Northerly, .	1.36	1.36	50-50+	15	-	B.	19
Northerly, .	.70	.70	50-50+	15	-	B.	20
Southerly, .	2.34	2.34	60-50	-	-	1897 H, 1899 F.	21
Northerly, .	1.63	1.63	50	-	-	F.	22
Easterly, .	1.87	1.87	33	16	8.5	B.	23
Westerly, .	.66	.66	50	15	3	B.	24
Northerly, .	.66	.66	50-60	15	-	B.	25
Easterly, .	.87	.87	50+-88-100	15	-	A-G.	26
Easterly, .	2.24	2.24	50	15	³ 3	A.	27
Westerly, .	.39	.39	55-60	15	-	A.	28
Westerly and southerly.	3.94	3.94	30-50	24-18-15-12	⁵ 3	A-C.	29
Northerly, .	1.94	1.94	40-50	15	-	B.	30
North-westerly,	.88	.88	40-60	15	-	B.	31
Northerly, .	.57	.30	60	15	-	B.	32
Easterly, .	.77	.77	50-42+	15	3	D.	33
Southerly, .	1.91	1.91	50	15	-	B.	34
Easterly, .	.31	.31	50	15	-	B.	35
Westerly, .	1.69	1.69	50	15-12	² 3	A-O.	36

⁴ Exclusive of 275 feet at railroad.⁵ Not on 1903 section.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Chatham,	1905,	Harwich line,
2	Chelmsford,	1898-9-1901,	Lowell line to North Chelmsford, .
3	Chelmsford,	1903-4,	Lowell line toward Chelmsford Centre.
4	Chelsea,	1901-4,	Lewis Street,
5	Cheshire,	1899-1900-1-2,	Farnham's station, Boston & Al- bany Railroad.
6	Chester,	1899-1900-1-2-4,	Becket line,
7	Chester,	1905,	Easterly end of 1904 section, . .
8	Chicopee,	1897-8-9,	Springfield line,
9	Chicopee,	1902-3-4,	Near Chicopee River bridge, . .
10	Chicopee,	1905,	Northerly end of 1904 section, .
11	Chilmark,	1905,	Near Beetlebung Corner, . .
12	Clarksburg,	1905,	North Adams line,
13	Cohasset,	1897-8-1900,	Near Hingham line,
14	Cohasset,	1902-3,	Beechwood Street to Scituate line,
15	Colrain,	1898-1901,	Shelburne line,
16	Colrain,	1905,	
17	Concord,	1897-8,	Lincoln line,
18	Concord,	1900,	Acton line,
19	Concord,	1905,	South-easterly end of 1900 section,
20	Cottage City,	1894-5-6,	Sengegontacket bridge,
21	Dalton,	1895-6-1903-4,	Pittsfield line,
22	Dartmouth,	1898-9-1900-1-3,	Near Westport line,
23	Dartmouth,	1905,	Easterly end of 1903 section to New Bedford line.
24	Deerfield,	1894-5,	South Deerfield station to Sunder- land bridge.
25	Deerfield,	1900-1-2-3,	Cheapside bridge,
26	Deerfield,	1904,	South Deerfield village,
27	Deerfield,	1905,	Northerly end of 1904 section, .
28	Dennis (north),	1895-6-7-8,	Yarmouth line to Brewster line, .
29	Dennis (south),	1900-1-2-4,	Bass River bridge,
30	Dighton,	1902-3,	Dighton line to Rehoboth line, .
31	Dighton,	1905,	Near Three Mile River bridge, .
32	Douglas,	1902-4,	Sutton line at Manchaug, . .
33	Douglas,	1905,	Main Street,
34	Dover,	1905,	Charles River bridge,
35	Dracut,	1905,	Near Lowell line on Methuen road,
36	Dudley,	1902-4,	1,400 feet from Webster line, . .

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Easterly, . .	1.35	1.35	50-55	15	-	O.	1
Westerly, . .	1.44	1.43	50	18-15	3	A.	2
South-westerly,	1.27	1.27	60	18	-	O.	3
South-westerly,	.96	.96	66	24	-	A.	4
North-easterly, .	2.60	2.60	50-50+	15	-	1899-1900 A-G, 1901-2 F.	5
Easterly, . .	2.85	2.85	40-50	15-12	-	A.	6
Easterly, . .	.40	.40	50	15	-	B.	7
Northerly, . .	.92	.92	50-55-60	20	4-3	A.	8
Northerly, . .	1.42	1.42	50+-60-84-100	18	-	A.	9
Northerly, . .	.43	.43	50-100	18	-	A.	10
South-westerly,	1.13	1.13	40	12	-	B.	11
North-easterly, .	.60	.48	50	15	-	D.	12
Easterly, . .	1.73	1.73	50-50+	15	3	B-D.	13
Southerly, . .	.55	.55	47-60+-70	15	-	C.	14
Northerly, . .	1.83	1.83	40-50-50+	-	-	H.	15
Northerly, . .	.30	.30	40	-	-	F.	16
North-westerly,	1.47	1.47	50	15	3	B.	17
South-easterly, .	.52	.52	50	15	-	A-G.	18
South-easterly, .	.98	.85	50-60	15	-	A.	19
Northerly, . .	2.37	2.37	50	15	3	B.	20
Easterly, . .	2.55	2.55	70-50-57-60- 62-66	15	1 3	A.	21
Easterly, . .	3.37	3.37	80-80+	18	-	B.	22
Easterly, . .	1.16	-	75	18	-	B.	23
South-easterly, .	1.53	1.53	30	15	3	A.	24
Southerly, . .	1.43	1.43	50	15	-	A.	25
Northerly, . .	.45	.45	50-83	15	-	A.	26
Northerly, . .	.42	-	50-70	15	-	A.	27
North-easterly, .	4.27	4.27	40-50-65	15	3	B.	28
Easterly, . .	2.40	2.40	40-45-50-50+	15	-	A-O.	29
South-westerly,	1.56	1.56	47.5-66	15	-	B.	30
South-westerly,	.29	-	40-50	-	-	-	31
South-easterly, .	1.60	1.60	40+-50	15	-	B.	32
South-easterly, .	.54	.54	50	15	-	B.	33
Westerly, . .	.99	.99	40	-	-	F.	34
North-easterly, .	.97	Partly graded.	50	-	-	-	35
Westerly, . .	1.05	1.05	66	15	-	A-G.	36

¹ 1895-6 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Duxbury,	1894-5-7-9-1903, . .	Marshfield line,
2	Duxbury,	1905,	Southerly end of 1903 section, .
3	Eastham,	1903,	Wellfleet line,
4	Eastham,	1904,	About one mile from Orleans line,
5	Eastham,	1905,	Northerly end of 1904 section, .
6	Easthampton, . . .	1895-6,	Northampton line,
7	Easthampton, . . .	1900-1,	Clark Street at foot of Mount Tom,
8	East Longmeadow, .	1904,	East Longmeadow village toward Springfield.
9	Easton,	1900,	Brockton line,
10	Edgartown,	1897-9-1900-1-2-3,	Cottage City line,
11	Erving,	1898-9-1900, . .	Town hall to Orange line, . .
12	Essex,	1902-3,	Essex River,
13	Fairhaven,	1894-5,	Mattapoisett line,
14	Falmouth,	1904,	Bourne line to Woods Hole, . .
15	Falmouth,	1905,	East Falmouth village,
16	Fitchburg,	1894-5,	Westminster line,
17	Fitchburg,	1897,	Lunenburg line,
18	Fitchburg,	1900-1-3-4, . . .	Ashby line,
19	Foxborough,	1901-2,	Mansfield line,
20	Foxborough,	1905,	Wrentham line,
21	Framingham,	1904,	Railroad tracks on Pleasant Street,
22	Framingham,	1905,	1904 section to Southborough line,
23	Franklin,	1905,	Bellingham line,
24	Freetown,	1902-3,	New Bedford line to Lakeville line,
25	Gardner,	1897-8,	Templeton line,
26	Gardner,	1900-1,	Westminster line,
27	Gloucester,	1894-5-8,	Manchester line,
28	Gloucester,	1905,	End of 1898 section to "cut" bridge,
29	Goshen,	1894-5,	Williamsburg line,
30	Grafton,	1897-9-1900, . .	Millbury line,
31	Grafton,	1905,	Southerly end of 1900 section, .
32	Granby,	1894-1902,	South Hadley line,
33	Granby,	1905,	Easterly end of 1902 section, . .
34	Great Barrington, .	1894-6-7-1902, . .	Housatonic River bridge, . .
35	Greenfield, ⁵	1899-10-2,	Washington Street,
36	Greenfield,	1903,	Silver Street,

¹ Not on 1903 section.² Experiment in oiling road.⁵ Exclusive of 500 feet at Cheapside bridge and 1,100 feet at railroad crossing.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southerly, . .	2.84	2.84	30-40-50	15	¹ 3	B-C-O-G.	1
Southerly, . .	1.02	1.02	40-50	15	-	C-O.	2
Southerly, . .	.78	.78	40	15	-	K.	3
Northerly, . .	.85	.85	50	15	-	B.	4
Northerly, . .	.88	.88	50±	-	-	²	5
South-westerly,	1.32	1.32	40	15	3	A.	6
Southerly, . .	1.10	1.10	49.5	15	3	A.	7
North-westerly,	.59	.59	49.5	15	-	A.	8
South-westerly,	.80	.80	70	15	3	B-G.	9
Southerly, . .	2.42	2.42	50-66	15	³ 3	B.	10
Easterly, . .	2.04	2.04	50-50+	-	-	F 1898-A.	11
Easterly and westerly.	.35	.35	36-50	15	-	A.	12
Westerly, . .	1.45	1.45	30	15	3	B.	13
Southerly, . .	11.64	11.64	40±	15	-	B.	14
South-westerly,	.55	.55	45-50	15	-	O.	15
Easterly, . .	.97	.97	50	15	3	A.	16
Westerly, . .	.61	.61	50	18-15	3	D.	17
Southerly, . .	2.56	2.56	50-50+	15	-	B.	18
Northerly, . .	1.82	1.82	50	15	-	B-G.	19
Easterly, . .	1.02	.95	60	15	-	B.	20
North-westerly,	1.14	1.14	40-52	15	-	B.	21
North-westerly,	1.28	1.00	40-50	15	-	B.	22
Easterly, . .	.73	-	40-50	15	-	B.	23
Northerly, . .	3.19	3.19	50-50+	15	-	B-G.	24
Easterly, . .	2.37	2.37	50+	15	-	A-G.	25
North-westerly,	.98	.98	60	15	-	A-N.	26
North-easterly,	2.48	2.48	50	15	3	C-B.	27
Northerly, . .	.86	.57	40-40+	15	-	B.	28
North-westerly,	1.91	1.91	50	15	3	B.	29
South-easterly,	1.56	1.56	50	15	3	A-B-G.	30
Southerly, . .	.49	-	50	15	-	A.	31
North-easterly,	1.03	1.01	36-50	15	⁴ 3	A.	32
North-easterly,	.43	.45	50	15	-	A.	33
Easterly, . .	3.41	3.41	40-50-70	18-15	⁴ 3	1894-6 A. 1897-1902 F.	34
Easterly, . .	1.33	1.33	49.5-50	18-15	⁶ 3	A.	35
North-easterly,	.41	.41	50	15	-	A.	36

³ 1897-9 sections.⁴ 1894 section.⁶ 1899-1900 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Greenfield,	1905,	One mile from town section on Colrain road.
2	Groton,	1901-2,	Near Nashua River at Pepperell line.
3	Groveland,	1900-1-2,	King Street to West Newbury line,
4	Groveland,	1905,	Merrimac River bridge,
5	Hadley,	1894 to 1904,	Connecticut River to Amherst line,
6	Hamilton,	1899-1900,	Ipswich line,
7	Hancock,	1895-6-8-9,	Pittsfield line to New York line, .
8	Hardwick,	1897-1901,	New Braintree line,
9	Harvard,	1900,	Woodchuck Hill,
10	Harvard,	1905,	End of 1900 section to Harvard Common.
11	Harwich,	1899-1900-1-2-3,	Dennis line to Chatham line, . .
12	Hatfield,	1901,	Northampton line,
13	Haverhill,	1899,	River and Maxwell streets, . . .
14	Haverhill,	1902,	Kenoza Road,
15	Hingham,	1894,	Weymouth Back River,
16	Hingham,	1896-7,	Near Cohasset line,
17	Hinsdale,	1901-2-3,	Dalton line,
18	Holbrook,	1894-6-1902,	Weymouth line,
19	Holden,	1894-5-6-7,	Jefferson Village,
20	Holden,	1898-1900,	Worcester line,
21	Holden,	1905,	Rutland line,
22	Huntington,	1895-6,	Russell line,
23	Huntington,	1903,	Near railroad crossing,
24	Kingston,	1905,	Duxbury line,
25	Lakeville,	1901-2,	One-half mile from Middleborough line.
26	Lancaster,	1902,	Clinton line to Sterling line, . .
27	Lawrence,	1896,	Methuen line,
28	Lee,	1894-5-6,	Lee Park,
29	Lee,	1900,	Lenox line,
30	Leicester, ²	1894-5-6-8-9,	Worcester line to Spencer line, .
31	Lenox,	1899-1900-1,	Lee line to Lenox Village, . . .
32	Lenox,	1904-5,	Lenox Village,
33	Lenox,	1905,	Northerly end of 1904 section to Pittsfield line.
34	Leominster,	1901-2,	Sterling line,
35	Lexington,	1895-6-7-8,	Massachusetts Avenue,
36	Lexington,	1900,	Bedford line,

¹ 1895-6-7-8-9 sections.

CONTRACTED FOR BY THE COMMISSION, ETC.—*Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Northerly, .	.26	.26	50	—	—	F.	1
South-easterly, .	1.38	1.38	50	15	—	A-G.	2
North-easterly, .	1.45	1.45	50	15	—	A.	3
North-easterly, .	.28	.28	50-57	15	—	A.	4
Easterly, .	4.69	4.69	50-82.5-66±	15	13	A.	5
South-westerly,	1.44	1.44	50-60	15	3	B.	6
Westerly, .	3.23	3.23	50	15	—	C-F.	7
Northerly, .	.82	.82	50	15	3	A.	8
Westerly, .	.70	.70	60	15	—	B.	9
Westerly, .	.88	.88	50	15	—	B.	10
Easterly, .	5.10	5.10	40-40±	15	—	A-O-G.	11
North-easterly, .	.39	.39	50	15	—	A.	12
Westerly, .	2.08	2.08	70	15	—	B.	13
North-easterly, .	1.07	.91	50-60	15	—	B.	14
Easterly, .	1.42	1.42	34	—	—	F.	15
Westerly, .	1.23	1.23	50-33+	15	3	D.	16
South-easterly, .	1.02	1.02	50-50+	15	—	A.	17
North-westerly,	1.75	1.75	50	15	—	B-G.	18
South-easterly, .	2.70	2.70	30-49.5	18-15	3	B.	19
Northerly, .	1.06	1.06	50	15	3-5	B.	20
Easterly, .	.52	.52	50	15	—	B.	21
Westerly, .	1.01	1.01	50+	15	3	A.	22
Westerly, .	.53	.53	50	15	—	A-G.	23
Southerly, .	.68	—	44-50	—	—	—	24
South-westerly,	3.57	3.57	45-50	15	—	B-G.	25
Northerly, .	1.25	1.20	49.5	18	—	A.	26
Southerly, .	.27	.27	50	18	7	C.	27
Easterly, .	1.98	1.98	35-40-50	24-15	3	D.	28
Southerly, .	1.26	1.26	50	15	3	D.	29
Westerly, .	4.87	4.87	39-53-55-67+	24-18-16-15	3-5-5.5	1894-5-6 D, 1898-9 B.	30
Northerly, .	2.28	2.28	60-66-56±	15	3	D.	31
Northerly, .	2.55	2.55	50+64-100	15	—	B.	32
Northerly, .	.45	.45	60	15	—	B.	33
Northerly, .	2.18	2.18	50	15	—	F-O.	34
Westerly, .	3.45	3.45	50-50+	15	3	B.	35
South-easterly, .	.85	.85	50	15	3	B.	36

² Exclusive of portion through Leicester Centre.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Lincoln,	1895-6-7,	Concord line to Lexington line, .
2	Littleton,	1902-3-4,	Acton line via Great Road, . .
3	Littleton,	1902,	Westford line to Great Road, .
4	Lowell (Boulevard), .	1897,	Tyngsborough line,
5	Lowell (Princeton Street),	1897-8,	Chelmsford line,
6	Lunenburg,	1898-9-1900-1-3, .	Fitchburg line,
7	Lynn,	1899,	Saugus River near Revere line, .
8	Mansfield,	1901,	Foxborough line,
9	Marion,	1894-5-1901, . .	Marion Village to Wareham line, .
10	Marion,	1897-9-1901-2, .	Marion Village to Mattapoisett line.
11	Marion,	1903,	Marion Village to Rochester line, .
12	Marlborough (east), .	1897-1902-3-4, .	Sudbury line to Hosmer Street, .
13	Marlborough (west), .	1897-9-1900-1, .	Northborough line,
14	Marshfield,	1894-6-8-9-1901-2-4, .	Duxbury line,
15	Mattapoisett,	1894-5,	Fairhaven line,
16	Mattapoisett,	1900-1-3,	Marion line to Ned Point Light road.
17	Merrimac,	1897-8-9,	Near Haverhill line,
18	Merrimac,	1901-3,	Amesbury line,
19	Methuen,	1896-1900-1-2, .	Lawrence line,
20	Middleborough, . . .	1894-5-6-7-8-1902-3, .	Nemasket River to Rochester line,
21	Milford,	1904,	Highland Avenue via West Street,
22	Milford,	1905,	End of 1904 section to Hopedale line.
23	Millbury,	1902,	Worcester line to Grafton line, .
24	Millbury,	1900-3-4,	Worcester line,
25	Milton,	1899-1900,	Neponset River to Granite bridge,
26	Monson,	1894,	Railroad bridge,
27	Monson,	1901,	Palmer line,
28	Monson,	1905,	End of 1901 section to Brimfield line.
29	Montague,	1898 9-1904, . .	Third Street near L Street, Tur- ner's Falls.
30	Montague,	1905,	Connecticut River bridge to Green- field.
31	Nantucket,	1894-5-6-7-9-1900-1-3,	First mile stone, near Orange Street.
32	Natick,	1901,	Wellesley line to Union Square, .
33	Natick,	1903,	Sherborn line to Cemetery Street, .
34	Needham,	1901,	Newton line,
35	Needham,	1905,	Charles River bridge,
36	New Braintree, . . .	1897,	Hardwick line to Ware line, . .

¹ 1898-9-1900 sections.² 1894-5 sections.³ 1897-9 sections.⁴ 1897 section.⁹ 1898-9 sections.¹⁰ 1894 to 1900 sections, inclusive.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
South-easterly, .	2.06	2.06	50	15	3	-	1
Northerly, .	2.13	2.13	40-50-62	-	-	F.	2
South-westerly, .	.32	.32	50	-	-	F.	3
Easterly, . .	.97	.97	60	15	3	D.	4
Easterly, . .	1.34	1.34	50±	18	6	D.	5
Easterly, . .	2.72	2.72	50-50+	15	13	D, 1903 B-G.	6
North-easterly, .	.90	.78	70	-	-	N.	7
South-easterly, .	.72	.72	50	15	-	B-G.	8
North-easterly, .	1.59	1.59	40-50-65	15	23	B.	9
Westerly, . .	1.84	1.84	40-50-55	15	33	B.	10
North-westerly, .	2.14	3.14	40-50	15	-	B.	11
Westerly, . .	3.10	3.10	40-50-60	15	43	B.	12
Easterly, . .	2.41	2.41	50-65	15	5-4-3	B.	13
Northerly, . .	4.00	4.00	30-40-45-50	15	53	-	14
Easterly, . .	1.16	1.16	30	15	3	B.	15
Westerly, . .	2.05	2.05	40-50	15	-	B.	16
North-easterly, .	.92	.92	50-50+	15	4-3	B-C.	17
South-westerly, .	1.20	1.20	50-60	15	-	B-C.	18
North-easterly, .	2.63	2.63	50	15	63	C-B.	19
South-easterly, .	8.98	8.98	50	15	7 7.5-8 3	B-G.	20
North-easterly, .	1.18	1.18	50-50+	15	-	B.	21
North-easterly, .	.57	.57	50	15	-	B.	22
South-easterly, .	.78	.78	50	15	-	A-G.	23
Southerly, . .	1.61	1.61	50	15	-	A.	24
South-easterly, .	.87	.87	49.5-82.5	24	4	A.	25
Northerly, . .	.93	.93	36	15	3	A.	26
South-easterly, .	.10	.10	50	15	-	A.	27
South-easterly, .	.29	.29	50	15	-	A.	28
Easterly, . .	2.48	2.48	60	15	93	A-C.	29
North-easterly, .	1.07	-	50-60	-	-	-	30
Easterly, . .	6.48	6.48	66	15-12	103	B-E-G.	31
Westerly, . .	1.14	1.14	60-70	15-18-20	-	A-G.	32
Easterly, . .	2.06	2.06	60	15	-	D-G.	33
Westerly, . .	1.00	1.00	60-86	22	-	B.	34
Northerly, . .	1.04	.80	50	15	-	C.	35
Southerly, . .	.17	.17	50	15	3	A.	36

* 1894-6-8-9 sections.

° 1896 section.

7 1894 section.

* 1895-6-7-8-9 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	New Braintree, . . .	1903,	New Braintree village,
2	Newbury, ¹	1899-1900-1-2-4, . . .	Newburyport line via Oldtown, .
3	Newbury,	1905,	End of 1904 section to Rowley line,
4	Newburyport,	1896-7-8,	West Newbury line,
5	Newton,	1901,	Needham line,
6	Norfolk,	1895,	Norfolk line to Wrentham line, .
7	North Adams,	1894-6-7,	Williamstown line,
8	North Adams,	1900-1-2-3,	Boston & Maine Railroad bridge to Adams line.
9	North Andover,	1900-2-4,	Lawrence line,
10	Northampton,	1894,	Hadley bridge,
11	Northampton,	1897-8-9-1900-5, . . .	Easthampton line,
12	Northampton,	1905,	Smith Ferry Road to Reservoir Road.
13	North Attleborough,	1894-5-6-7-9,	Bruce Avenue to Attleborough line.
14	Northborough (East),	1897-8,	Marlborough line,
15	Northborough (West),	1900-2-4,	Shrewsbury line,
16	Northborough (South),	1897,	Westborough line,
17	North Brookfield,	1905,	Junction of Ward and Gilbert streets.
18	Northfield,	1901-2,	Near Mill Brook,
19	North Reading, ⁴	1897-8-1901-3,	Andover line to Reading line, .
20	Norton,	1903,	Village to near railroad station, .
21	Norwood,	1897-9,	Walpole line,
22	Norwood,	1895-6,	Westwood line,
23	Orange,	1894-5-7,	Athol line,
24	Orange,	1900-1-3-4-5,	Erving line,
25	Orleans,	1900-1-4,	Brewster line to Eastham line, .
26	Orleans,	1903-4,	1½ miles from Shattuck's Corner, .
27	Orleans,	1905,	End of 1904 section,
28	Palmer,	1899-1900-1,	Tennyville to Monson line, . . .
29	Palmer,	1905,	Near Quaboag River bridge, . . .
30	Paxton,	1895-6-7-8-1902,	Worcester line,
31	Pembroke,	1905,	North River bridge at Hanover line,
32	Phillipston,	1897-8-1902-4,	Athol line,
33	Pittsfield,	1894-8-1901-2,	Hancock line,
34	Pittsfield,	1897,	Dalton line,
35	Pittsfield,	1904,	South Mountain Road,
36	Pittsfield,	1905,	End of 1904 section to Lenox line,

¹ Exclusive of Parker River bridge.² 1899-1900 sections.³ 1900 section.

CONTRACTED FOR BY THE COMMISSION, ETC.—*Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Northerly, .	.22	.22	50±	-	-	F.	1
Southerly, .	3.37	3.37	50-60-66-70- 80-95	15	2 3	B.	2
South-westerly,	.71	.71	50-60	-	-	F.	3
Easterly, . .	1.75	1.75	60-66+75+	15	3	C.	4
Easterly, . .	1.03	1.03	45-86	22	-	A.	5
South-westerly,	1.45	1.45	50	15	3	B.	6
Easterly, . .	1.69	1.69	30-66	15	3	D.	7
Southerly, .	2.32	2.09	50-65	15	3 3	A, 1903-N.	8
South-easterly, .	1.68	1.68	60-66	15	3 3	A-D.	9
South-westerly,	.56	.56	40	20	3	C.	10
Northerly, .	1.47	1.47	50-50±	15	3	A.	11
South-westerly,	.86	.86	66	-	-	N.	12
South-westerly,	3.60	3.60	36-66	24-18-15	3	18:4-5 B, 1896 -7-9 F.	13
South-westerly,	1.33	1.33	66	15	4-3	B.	14
Easterly, . .	2.19	2.19	66	15	3 3	B.	15
North-westerly,	.42	.42	50	15	3	B.	16
Southerly, .	.50	-	49.5	15	-	A.	17
Southerly, .	1.16	1.16	70-135-156-160	15	-	A.	18
Southerly, .	2.31	2.31	66	15	3 3	C-B.	19
Easterly, . .	.72	.72	40	15	-	B.	20
Northerly, .	1.03	1.03	40-50-60	15	3	B.	21
Northerly, .	1.02	1.02	40-50-67	15	3	B.	22
Westerly, . .	2.18	2.18	30-49.5	17	3-5	D-A.	23
Easterly, . .	2.61	2.61	50-50±	15	-	B-A-G.	24
North-easterly, .	1.98	1.98	50-50+	15	-	B.	25
South-easterly, .	1.69	1.69	50	12	-	B-G.	26
Southerly, .	.47	.47	45-50	12	-	B.	27
South-easterly, .	2.52	2.52	50±	15	3	G-A.	28
Easterly, . .	1.73	Partly graded.	50	-	-	N.	29
North-westerly,	3.60	3.60	50-65-70	15	3-5	B.	30
Southerly, .	.33	.33	50	15	-	B.	31
Easterly, . .	1.95	-	50	12	3 3	A-B.	32
Easterly, . .	2.38	2.38	40-50-60	15	3 3	A.	33
Westerly, . .	.76	.76	50	15	-	A-G.	34
Southerly, .	.76	.76	50-100	15	-	B.	35
Southerly, .	.82	.82	55-60	15	-	B.	36

⁴ Exclusive of 1,200 feet at railroad crossing. ⁵ 1897-8 sections. ⁶ 1894-8 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Plainville,	1894-5,	North Attleborough line to Wrentham line.
2	Plymouth,	1894-5-6-7-8-1902-4, .	Manomet village,
3	Princeton,	1897-1900-2-3, . . .	Princeton depot,
4	Provincetown,	1901-3,	Truro line to Allerton Street, .
5	Quincy,	1899,	Chubbuck Street to Fore River bridge.
6	Quincy,	1902,	Braintree line,
7	Quincy,	1904,	Randolph line to Milton line, . .
8	Randolph,	1902-3,	Quincy line,
9	Raynham,	1901-2-3,	Taunton line to Raynham village,
10	Reading,	1899-1900,	Stoneham line,
11	Reading,	1902-3,	North Reading line,
12	Rehoboth,	1895-6-9-1903, . . .	Seekonk line,
13	Rehoboth,	1905,	End of 1903 section,
14	Revere,	1897-8,	Boston line,
15	Revere,	1899,	Saugus line,
16	Richmond,	1897-8-9-1901-2-3-4, .	Boston & Albany Railroad section,
17	Richmond,	1905,	End of 1904 section,
18	Rochester,	1903,	Marion line to Acushnet line, . .
19	Rockland,	1902,	Abington line,
20	Rockland,	1905,	Hanover line,
21	Rockport,	1902,	Near Gloucester line,
22	Rowley,	1905,	Newbury line,
23	Russell,	1894-5-6-7-8-9, . . .	Westfield line to Huntington line, .
24	Rutland,	1904,	Holden line,
25	Salem,	1901,	Swampscott line,
26	Salisbury,	1904,	Town Creek,
27	Salisbury,	1905,	Town Creek,
28	Sandwich,	1897-8-1900-2, . . .	Barnstable line,
29	Saugus,	1899,	Fox Hill bridge to Revere line, . .
30	Scituate,	1894-5-1900-3, . . .	Gannett's Corners,
31	Seekonk,	1900-1-2-4,	Rehoboth line to Rhode Island line,
32	Shelburne,	1894-5-6-7,	Bridge Street to Colrain line, . .
33	Shrewsbury,	1895-6-7-8-9-1900-4, .	Worcester line to Northborough line.
34	Somerset,	1895-6-7-9-1900-1-2, .	Slade's Ferry bridge,
35	Somerset,	1903-4,	Slade's Ferry bridge to Swansea line.
36	Southampton,	1905,	Easthampton line,

¹ 1894 and 1898 sections inclusive.² 1897 section.³ 1895-6-9 sections.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Northerly, .	1.81	1.81	26-50	15	3	B.	1
Northerly, .	5.05	5.05	40-40+50-112	15	1 3	B.	2
Easterly, . .	2.23	2.23	50	15	2 3	B.	3
Westerly, . .	1.10	1.10	33-50	15	-	B-O-G.	4
South-easterly, .	.49	.49	63-66	32	-	A.	5
Northerly, .	.57	.53	66	15	-	B.	6
Northerly, .	1.23	1.23	52-66	15	-	B.	7
South-easterly, .	1.38	1.38	66	15	-	B.	8
North-easterly, .	1.48	1.48	40-40+	15	-	O.	9
Northerly, .	1.07	1.07	66	15-18	3	B.	10
Southerly, .	2.67	2.67	66	15-18	-	B.	11
Easterly, . .	2.59	2.59	60-50+	15	3 3	B-G.	12
Easterly, . .	.92	.92	50-54	15	-	B.	13
North-easterly, .	.58	.58	44-50	24	3	A.	14
South-westerly, .	.67	.67	71	22	2	A.	15
Northerly, .	2.72	2.72	50-66	-	-	F.	16
Northerly, .	.44	.44	50	-	-	F.	17
Westerly, . .	5.27	5.27	33-62	15	3	B.	18
North-easterly, .	1.00	1.00	50	15	-	B.	19
Easterly, . .	.91	.91	50-53	15	-	B.	20
Northerly, .	.32	.32	50+	15	-	A.	21
South-easterly, .	.13	.13	50-82	-	-	N.	22
North-easterly, .	6.66	6.66	50	15	4 3	1894-5 A, 1896-7-8-9 F.	23
North-westerly, .	1.16	1.16	50-59	15	-	B.	24
Northerly, .	.13	.13	60+	-	-	F.	25
Northerly, .	1.10	1.10	50-99	21	-	A.	26
Southerly, .	.35	.35	50-66	21-15	-	A.	27
Westerly, . .	2.83	2.83	50	15	5 3	O-B.	28
Southerly, .	1.60	1.60	71+	22	2	A.	29
South-easterly, .	2.52	2.52	30-40-50	15	4 3	A-B-C.	30
Westerly, . .	2.76	2.76	60	15-20	-	B-A.	31
North-easterly, .	2.16	2.16	30-50	18-15	3	B-A.	32
North-easterly, .	4.86	4.86	50-65-66	18-15	3	B.	33
Northerly, .	4.50	4.50	40-50-60	18-15	6 3	B.	34
North-westerly, .	1.89	1.89	45-60	15	-	B.	35
South-westerly, .	.66	.66	50	-	-	F.	36

4 1894-5 sections.

5 1897-8 sections.

6 1895-6-7-9 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Southborough, . . .	1902,	Westborough line,
2	Southborough, . . .	1905,	End of 1902 section,
3	Southbridge,	1902,	Charlton line,
4	South Hadley,	1895-7-8-9-1900, .	Granby line to South Hadley Falls,
5	South Hadley,	1903-4,	South Hadley to South Hadley Falls.
6	Spencer,	1897-1900-1, . . .	Leicester line,
7	Sterling,	1897-8,	Near town hall,
8	Sterling,	1905,	Lancaster line,
9	Stockbridge,	1905,	Lee line at South Lee,
10	Stoneham,	1897-8,	South Street,
11	Stoneham,	1900-1,	Reading line,
12	Stoughton,	1902-3,	Canton line to Lincoln Street, .
13	Stoughton, ¹	1904,	Walnut Street,
14	Stoughton,	1905,	End of 1904 section to Easton line,
15	Sturbridge,	1897-1903-4, . . .	Fisk Hill Road,
16	Sudbury,	1897-8-1900-1-2-3, .	Marlborough line to Wayland line,
17	Sunderland,	1897-1903-4, . . .	Connecticut River bridge, . . .
18	Sutton,	1899-1901-2, . . .	Millbury line,
19	Sutton,	1903-4,	Douglas line at Manchaug, . . .
20	Swampscott,	1897-1900-1, . . .	Salem line to Burrell Street, . .
21	Swansea,	1903,	Somerset line,
22	Swansea,	1903,	Nyles River bridge,
23	Taunton,	1895-6-8-9-1900-1, .	Dighton line on Winthrop Street, .
24	Taunton,	1905,	Near Three Mile River bridge, .
25	Templeton,	1899-1901-2-3, . . .	Gardner line at Otter River, . .
26	Templeton,	1905,	Junction of Main and Maple streets.
27	Tewksbury,	1900-1-2-3-4, . . .	Lowell line,
28	Tewksbury,	1905,	End of 1904 section,
29	Tisbury,	1894,	Vineyard Haven to West Tisbury line.
30	Townsend,	1896-7-8-9-1900-1, .	Groton line,
31	Truro,	1895,	Wellfleet line to Kelley's Corner, .
32	Tyngsborough,	1895-6,	Tyngsborough bridge to Lowell line.
33	Uxbridge,	1897-8-1901-3, . . .	Blackstone line,
34	Wales,	1901,	Brimfield line,
35	Walpole (north), . . .	1894-5-7-1900, . . .	Norfolk line,
36	Walpole (south), . . .	1897-8-1900, . . .	Norwood line,

¹ Exclusive of 250 feet at railroad bridge.² 1897 section.

CONTRACTED FOR BY THE COMMISSION, ETC.—*Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Easterly, . .	.76	.76	50±	-	-	F.	1
Easterly, . .	1.13	-	40-50	-	-	-	2
South-westerly,	.91	.91	50	-	-	F.	3
South-westerly,	2.42	2.42	36-50	15	3	A.	4
Southerly, . .	2.71	2.71	49.5-60-64-110	15	-	A.	5
Westerly, . .	1.60	1.60	50-58-60	15	4-3	B.	6
South-westerly,	1.29	1.29	50	15	3	A.	7
Westerly, . .	.65	.50	49-50	15	-	A.	8
Easterly, . .	.55	.55	50	15	-	A.	9
Northerly, . .	.57	.57	60-66	15	7-5	B.	10
Southerly, . .	1.01	1.01	66	15	-	B-G.	11
Southerly, . .	1.16	1.16	60	15	-	B.	12
Southerly, . .	.83	.83	66	15	-	B.	13
Southerly, . .	1.31	1.20	66	15	-	B.	14
North-westerly,	1.39	1.39	50-50±	15	2 4-3	B.	15
Easterly, . .	5.11	5.11	49.5-50-60	15	3 3	B, 1903 A.	16
South-easterly, .	.98	.91	50	15	2 3	A.	17
Southerly, . .	1.46	1.46	50	15	-	B.	18
Northerly, . .	.82	.82	50-50±	15	-	B.	19
South-westerly,	1.49	1.49	50-60-64-50±	18-20	-	1897 F, 1900-1 A.	20
North-westerly,	.31	.31	50-65	15	-	B-G.	21
Easterly and westerly.	.80	.80	40-50-55	15	-	B-G.	22
Easterly, . .	2.94	2.94	40-66	15	3	B.	23
North-easterly, .	1.04	1.04	40-50	15	-	B.	24
Westerly, . .	2.00	2.00	50	15	-	A-G.	25
Westerly, . .	.59	.50	50±	15	-	A.	26
South-easterly, .	4.81	4.81	50-50±	15	-	A-B, 1903.	27
South-easterly, .	.80	.80	50±	15	-	B.	28
South-westerly,	1.93	1.93	50	15	3	B.	29
North-westerly,	4.69	4.69	50-55-60	15	3	B-A-F-G.	30
Northerly, . .	2.36	2.36	40	10-15	-	K-M.	31
South-easterly, .	2.95	2.95	60	15	3	A-D.	32
North-westerly,	2.18	2.18	50-50±	15	-	D-A, 1903 F.	33
South-westerly,	1.04	1.04	50±	-	-	F.	34
Northerly, . .	2.60	2.60	50	15	3	C-B.	35
Southerly, . .	1.94	1.94	50	15	3	B.	36

3 1897-8-1900 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From —
1	Ware,	1897-9-1900-3, . . .	New Braintree line,
2	Wareham,	1896-1901,	Wewantit River bridge, Marion line.
3	Wareham,	1898-1901,	Cohasset Narrows bridge, . . .
4	Wareham,	1905,	Parkers Mills,
5	Warren,	1896-7-8,	West Warren,
6	Warren,	1899-1900-1, . . .	Warren to West Brookfield line, .
7	Watertown,	1895-6,	Waltham line,
8	Wayland, ¹	1897-1900-3, . . .	Weston line to Sudbury line, .
9	Wellesley,	1901,	Natick line to Blossom Street, .
10	Wellfleet,	1903-4,	Eastham line,
11	Wellfleet,	1905,	End of 1904 section,
12	Wenham,	1897-1901-3, . . .	Beverly line to Hamilton line, .
13	Westborough,	1897,	Northborough line,
14	Westborough,	1903,	Southborough line,
15	West Boylston,	1897-8,	Worcester line,
16	West Bridgewater,	1900-1-2-4,	Brockton line to Bridgewater line,
17	West Brookfield,	1899,	Ware line to Ware line,
18	West Brookfield,	1899-1900-1, . . .	Brookfield line,
19	West Brookfield,	1905,	Warren line,
20	Westfield,	1894-6-8-9,	West Springfield line,
21	Westfield,	1898-9-1900-1-2, . . .	Russell line,
22	Westford,	1902,	Littleton line,
23	Westminster,	1894-5-6-7-8-9, . . .	Fitchburg line,
24	Westminster,	1903,	Gardner line,
25	West Newbury,	1895-6-7,	Newburyport line,
26	West Newbury,	1903,	Groveland line,
27	West Newbury,	1904-5,	End of 1903 section,
28	Weston,	1898-9,	Wayland line to near Stony Brook,
29	Westport,	1894-6-7-8,	Dartmouth line,
30	West Springfield,	1895-6,	Top of Tatham Hill,
31	West Springfield,	1905,	Top of Tatham Hill,
32	West Tisbury,	1895-6-7-1904, . . .	Tisbury line to Chilmark line, .
33	Westwood,	1899-1900,	Norwood line to Dedham line, .
34	Weymouth,	1894,	Holbrook line to Abington line, .
35	Weymouth,	1895-6-7,	Fore River to Back River, . . .
36	Weymouth,	1903-4,	Broad Street via Washington Street,

¹ Exclusive of 1,500 feet at railroad crossing and Sudbury River.

CONTRACTED FOR BY THE COMMISSION, ETC. — *Continued.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southerly, .	2.28	2.28	50	15	3	A.	1
North-easterly, .	.71	.71	50	15	3	B.	2
Westerly, .	1.82	1.82	50-40±	15	3	B.	3
North-westerly,	1.02	-	30-50	-	-	-	4
Easterly, .	1.89	1.89	49.5-50	15	3-4	A.	5
Easterly, .	1.41	1.41	49.5	15	-	A-G.	6
Easterly, .	.85	.85	36	27	3-4	A-B.	7
Westerly, .	2.58	2.58	49.5-50-66-99	15	3	B.	8
Easterly, .	1.18	1.18	52-60-70	15	-	A-G.	9
Northerly, .	3.00	3.00	40	15-12	-	K.	10
Northerly, .	1.23	1.23	50	12	-	K.	11
Northerly, .	1.75	1.75	50-60	18-15	-	A.	12
South-easterly, .	.76	.76	50	15	3	B.	13
South-westerly,	1.46	1.46	50	-	-	F.	14
Northerly, .	1.55	1.55	50	15	3	1897 H. 1898 A-H.	15
Southerly, .	3.16	3.16	50-55±60±115	15	-	B.	16
South-westerly,	.15	.15	50	15	3	A.	17
North-westerly,	1.51	1.51	50	15	-	A.	18
Easterly, .	1.01	1.01	50-89	15	-	A.	19
Westerly, .	2.22	2.22	50	18-15	3	A.	20
Easterly, .	3.59	3.59	50-50±	18-15	2 3	A.	21
Northerly, .	3.25	3.25	40-50	-	-	F.	22
South-westerly,	3.00	3.00	50-60	15	3	D-C.	23
Easterly, .	2.25	2.25	66±	-	-	F.	24
Westerly, .	2.24	2.24	50-110	15	3-4.5	A-D.	25
North-easterly, .	.27	.27	50	15	-	A.	26
North-easterly, .	.73	.15	50-50±-58	-	-	B.	27
Easterly, .	3.15	3.15	50	18	-	C-B.	28
Easterly, .	4.25	4.25	66-80	18	3	C-B.	29
Easterly, .	1.17	1.17	50-135	18	3	A.	30
Westerly, .	.57	.45	50	15	-	A.	31
South-westerly,	5.35	5.35	40-40+50	15-12-10	3 3	B.	32
Northerly, .	1.05	1.05	45-55-60	15	3	B.	33
Easterly, .	.25	.25	50	15	3	B.	34
Easterly, .	1.75	1.75	50-125	15-18	3	B.	35
Southerly, .	2.80	2.80	50-60-80	15-12	-	B-F.	36

2 1898-9-1900 sections.

3 1895-6-7 sections.

TABLE SHOWING THE HIGHWAYS LAID OUT OR

	TOWN OR CITY.	Year.	ROAD LAID OUT.
			From—
1	Whately, ¹	1899-1901-2-3-4, . .	Deerfield line,
2	Whately, ²	1905,	End of 1904 section,
3	Whitman,	1894-5-6,	Brockton line,
4	Wilbraham, ³	1894-5-6-1901-3-4, .	Springfield line to Palmer line, .
5	Williamsburg,	1896-8-1901-3, . .	Goshen line,
6	Williamstown,	1895-6-8-1903, . .	North Adams line,
7	Winchester,	1899-1900,	Arlington line to Woburn line, .
8	Windsor,	1897-1902-3, . . .	Cummington line,
9	Woburn,	1900-1-2,	Winchester line to Burlington line,
10	Worcester,	1896-7,	Paxton line,
11	Worcester,	1897-1903,	Holden line,
12	Worcester,	1900,	West Boylston line,
13	Worcester,	1905,	Southerly end of 1900 section, .
14	Wrentham,	1899-1900-1, . . .	Plainville line,
15	Wrentham,	1897-8-1902, . . .	Norfolk line,
16	Yarmouth (north), . . .	1894-5-6,	Barnstable line to Dennis line, .
17	Yarmouth (south), . . .	1895-6-7,	Barnstable line to Bass River bridge.

¹ 1899 section.² Exclusive of 800 feet at railroad bridge.³ 1900 section.⁶ 1897 section.

CONTRACTED FOR BY THE COMMISSION, ETC.—*Concluded.*

ROAD LAID OUT.		Length con- structed (Miles).	WIDTHS.			Material of Road Surface.	
Direction.	Length (Miles).		Location (Feet).	Macadam (Feet).	Shoulders (Feet).		
Southerly, .	2.80	2.80	50-50+	12	-	A.	1
Southerly, .	.81	.75	50	12	-	A.	2
Easterly, .	1.70	1.70	45	18	4	B.	3
Easterly, .	4.81	4.81	50-79-50±	15	4 3	A-G.	4
South-easterly, .	2.65	2.65	50	15	-	B-F, 1903 N.	5
Westerly, .	1.95	1.95	50-60-70	15	3	A-D.	6
North-easterly, .	1.96	1.96	50	15-20-21	-	C.	7
Westerly, .	.98	.98	50-50±	-	-	F.	8
North-westerly,	2.03	2.03	40-50	15	5 3	G-C-B.	9
South-easterly, .	1.35	1.35	50	15	3	B.	10
Southerly, .	1.50	1.50	50	15	3	B.	11
South-westerly,	.54	.54	50	15	3	A.	12
Southerly, .	.68	.68	50	15	-	A.	13
Northerly, .	2.21	2.21	50	15	6 3	B.	14
South-easterly, .	1.86	1.86	50	15	3	B-A.	15
Easterly, .	3.71	3.71	40-60	15	3	B.	16
Easterly, .	5.09	5.09	40	15	3	B-C.	17

³ Exclusive of 1,763 feet at Wilbraham village.⁴ 1894-5-6 sections.

APPENDIX B.

TABLE SHOWING TOWNS AND CITIES IN WHICH WORK HAS BEEN DONE DURING THE YEAR 1905, AND THE RESIDENT ENGINEERS ON SUCH WORK, TOGETHER WITH DATES OF BEGINNING AND ENDING.

TOWN OR CITY.	County.	Lay-out.	Resident Engineer.	Date of Contract.	Date of Beginning.	Date of Ending.
Abington,	Plymouth,	1905,	W. P. Hammersley,	July 13, 1905,	July 24,	Sept. 16.
Attleborough,	Bristol,	1905,	S. Litchfield, Jr.,	June 22, 1905,	July 25,	Sept. 21.
Auburn,	Worcester,	1901-3,	C. A. Welton,	June 29, 1905,	July 24,	Nov. 4.
Auburn,	Worcester,	1895-6-7,	A. D. Dadley,	Oct. 13, 1904,	May 8,	July 29.
Becket,	Berkshire,	1905,	C. A. Brown,	June 8, 1905,	June 21,	July 6.
Bellingham,	Norfolk,	1904,	G. R. Winslow,	Oct. 27, 1904,	Mar. 29,	June 1.
Bellingham,	Norfolk,	1905,	W. T. Wilson,	Sept. 21, 1905,	Oct. 31,	Dec. 14.
Beverly,	Essex,	1st 1905,	F. H. Morris,	April 6, 1905,	April 19,	Aug. 5.
Beverly,	Essex,	1st 1905,	M. J. Adams,	April 6, 1905,	May 1,	June 12.
Beverly,	Essex,	1st 1905,	C. A. Raymond,	April 6, 1905,	June 12,	July 11.
Beverly,	Essex,	2d 1905,	F. H. Morris,	April 20, 1905,	April 25,	July 26.
Beverly,	Essex,	2d 1905,	F. H. Morris,	April 20, 1905,	May 1,	June 12.
Beverly,	Essex,	3d 1905,	G. D. Marshall,	May 4, 1905,	May 9,	July 22.
Beverly,	Essex,	1895-6,	F. H. Morris,	Sept. 21, 1905,	Oct. 23,	Nov. 25.
Bourne,	Barnstable,	1905,	H. C. Holden,	June 8, 1905,	June 26,	Oct. 10.
B Roxborough,	Middlesex,	1905,	Wm. Stodder,	Sept. 14, 1905,	Sept. 27,	Dec. 2.
Bridgewater,	Plymouth,	1905,	H. C. Holden,	April 27, 1905,	May 16,	July 24.
Brookfield,	Worcester,	1904,	C. A. Welton,	Feb. 16, 1905,	April 7,	July 15.
Brookfield,	Worcester,	1905,	C. A. Welton,	July 13, 1905,	Mar. 19,	July 15.
Burlington,	Middlesex,	1905,	C. A. Raymond,	Sept. 7, 1905,	Sept. 26,	Dec. 9.
Canton,	Norfolk,	1905,	D. H. Dickinson,	Sept. 7, 1905,	Sept. 18,	Dec. 15.
Chatham,	Barnstable,	1905,	C. H. Howes,	April 27, 1905,	May 31,	Aug. 28.
Chatham,	Barnstable,	1905,	C. H. Howes,	April 27, 1905,	Sept. 19,	Nov. 21.
Chatham,	Barnstable,	-	W. G. Addis,	-	Nov. 17,	Dec. 16.
Charlton,	Worcester,	1905,	D. H. Winslow,	Aug. 17, 1905,	Aug. 31,	Oct. 10.

[illegible]

TABLE SHOWING TOWNS AND CITIES IN WHICH WORK HAS BEEN DONE, ETC. — *Concluded.*

TOWN OR CITY.	County.	Lay-out.	Resident Engineer.	Date of Contract.	Date of Beginning.	Date of Ending.
Great Barrington,	Berkshire,	1894-5,	G. R. Brown,	July 13, 1905,	July 17,	Sept. 5,
Greenfield,	Franklin,	1905,	L. L. Gerry,	July 27, 1905,	Aug. 26,	Nov. 21,
Groveland,	Essex,	1905,	C. H. Norton,	Sept. 21, 1905,	Oct. 18,	Dec. 9,
Hadley,	Hampshire,	1895,	P. H. Everett,	Aug. 10, 1905,	Sept. 6,	Oct. 14,
Harvard,	Worcester,	1905,	D. H. Dickinson,	Mar. 23, 1905,	April 18,	Aug. 26,
Holden,	Worcester,	1905,	C. A. Welton,	Aug. 31, 1905,	Sept. 20,	Dec. 9,
Lancaster,	Worcester,	1902,	F. H. Cunningham,	Aug. 31, 1905,	Oct. 5,	Nov. 14,
Lancaster,	Worcester,	1902,	P. H. Everett,	Aug. 31, 1905,	Nov. 14,	Nov. 24,
Lenox,	Berkshire,	1904,	A. L. Southworth,	Aug. 4, 1904,	May 20,	Aug. 30,
Lenox,	Berkshire,	1904,	G. R. Brown,	Aug. 4, 1904,	April 26,	May 20,
Lenox,	Berkshire,	1905,	A. L. Southworth,	May 4, 1905,	July 24,	Sept. 1,
Milford,	Worcester,	1904,	G. R. Winslow,	Nov. 17, 1904,	April 19,	Oct. 9,
Milford,	Worcester,	1905,	G. R. Winslow,	April 27, 1905,	May 26,	Oct. 9,
Monson,	Hampden,	1905,	A. C. Downs,	June 8, 1905,	July 19,	Sept. 15,
Needham,	Norfolk,	1905,	W. T. Wilson,	June 8, 1905,	Aug. 21,	Aug. 28,
Needham,	Norfolk,	1905,	G. R. Winslow,	June 8, 1905,	Aug. 2,	Aug. 26,
Needham,	Norfolk,	1905,	G. R. Winslow,	June 8, 1905,	Aug. 28,	Nov. 25,
Newbury,	Essex,	1905,	G. D. Marshall,	July 13, 1905,	July 24,	Nov. 28,
North Adams,	Berkshire,	1894-5-6,	G. R. Brown,	Aug. 10, 1905,	Aug. 29,	Nov. 28,
Northampton,	Hampshire,	1st 1905,	P. H. Everett,	April 20, 1905,	April 28,	Aug. 19,
Northampton,	Hampshire,	2d 1905,	P. H. Everett,	Aug. 3, 1905,	April 17,	Nov. 4,
Northborough,	Worcester,	1904,	A. D. Dudley,	Aug. 4, 1904,	April 10,	May 3,
North Brookfield,	Worcester,	1905,	A. C. Downs,	Sept. 7, 1905,	Oct. 16,	Oct. 21,
North Brookfield,	Worcester,	1905,	A. N. Ashline,	Sept. 7, 1905,	Oct. 21,	Dec. 7,
Orange,	Franklin,	1905,	L. L. Gerry,	June 8, 1905,	Aug. 10,	Oct. 21,
Orleans,	Barnstable,	1905,	C. H. Howes,	May 18, 1905,	June 6,	July 22,
Palmer,	Hampden,	1905,	A. C. Downs,	Sept. 21, 1905,	Oct. 4,	Nov. 28,
Pembroke,	Plymouth,	1905,	H. C. Holden,	Feb. 9, 1905,	Sept. 10,	Sept. 21,
Pembroke,	Plymouth,	1905,	W. P. Hammersley,	Feb. 9, 1905,	Sept. 21,	Nov. 4,
Phillipston,	Worcester,	1904,	L. L. Gerry,	Nov. 17, 1904,	May 15,	Dec. 9,
Pittsfield,	Berkshire,	1904,	G. R. Brown,	Aug. 25, 1904,	April 27,	May 24,
Pittsfield,	Berkshire,	1905,	A. L. Southworth,	May 4, 1905,	July 24,	Sept. 1,

Pitfield,	.	.	.	.	.	Berkshire,	1894-5,	G. R. Brown,	. Aug. 17, 1905,	Sept. 11,	Oct. 17.
Plymouth,	.	.	.	.	.	Plymouth,	1904,	W. P. Hammersley,	Dec. 1, 1904,	Mar. 28,	June 30.
Quincy,	.	.	.	.	.	Norfolk,	1904,	W. P. Hammersley,	Aug. 25, 1904,	April 10,	June 6.
Quincy,	.	.	.	.	.	Norfolk,	1897,	W. P. Hammersley,	Aug. 17, 1905,	Nov. 10,	Dec. 9.
Rehoboth,	.	.	.	.	.	Bristol,	1905,	H. C. Holden,	May 18, 1905,	June 8,	July 28.
Richmond,	.	.	.	.	.	Berkshire,	1905,	G. R. Brown,	Aug. 31, 1905,	Sept. 25,	Nov. 25.
Rock land,	.	.	.	.	.	Plymouth,	1905,	W. P. Hammersley,	Sept. 27, 1905,	Oct. 10,	Dec. 13.
Rowley,	.	.	.	.	.	Essex,	1905,	G. D. Marshall,	July 13, 1905,	Oct. 16,	Nov. 21.
Rutland,	.	.	.	.	.	Worcester,	1904,	C. A. Welton,	Dec. 22, 1904,	April 17,	Aug. 28.
Salisbury,	.	.	.	.	.	Essex,	1904,	C. H. Norton,	Sept. 8, 1904,	May 1,	Sept. 26.
Salisbury,	.	.	.	.	.	Essex,	1905,	C. H. Norton,	June 1, 1905,	June 15,	Sept. 26.
Shrewsbury,	.	.	.	.	.	Worcester,	1904,	A. D. Dadley,	July 28, 1904,	April 7,	May 12.
Somerset,	.	.	.	.	.	Bristol,	1905,	W. G. Addis,	Nov. 17, 1904,	April 7,	May 17.
Southampton,	.	.	.	.	.	Hampshire,	1905,	P. H. Everett,	Aug. 10, 1905,	Sept. 8,	Nov. 4.
Southborough,	.	.	.	.	.	Worcester,	1905,	F. M. Stuart,	Oct. 12, 1905,	Nov. 9,	Nov. 14.
Sterling,	.	.	.	.	.	Worcester,	1905,	F. H. Cunningham,	Aug. 31, 1905,	Oct. 5,	Nov. 14.
Sterling,	.	.	.	.	.	Worcester,	1905,	P. H. Everett,	Aug. 31, 1905,	Nov. 14,	Nov. 24.
Stockbridge,	.	.	.	.	.	Berkshire,	1905,	G. R. Brown,	May 11, 1905,	May 22,	Aug. 12.
Stoughton,	.	.	.	.	.	Norfolk,	1905,	H. C. Holden,	Aug. 3, 1905,	Aug. 16,	Sept. 18.
Stoughton,	.	.	.	.	.	Norfolk,	1905,	D. H. Dickinson,	Aug. 3, 1905,	Sept. 18,	Dec. 21.
Sturbridge,	.	.	.	.	.	Worcester,	1905,	A. C. Downs,	April 20, 1905,	May 11,	June 10.
Sturbridge,	.	.	.	.	.	Worcester,	1905,	D. H. Winslow,	April 20, 1905,	June 10,	Sept. 22.
Sunderland,	.	.	.	.	.	Franklin,	1897,	D. H. Winslow,	July 13, 1905,	Sept. 1,	Sept. 26.
Swampscott,	.	.	.	.	.	Essex,	1904,	L. L. Gerry,	Sept. 29, 1904,	Sept. 12,	June 27.
Taunton,	.	.	.	.	.	Bristol,	1897,	F. H. Morris,	Aug. 10, 1905,	Sept. 6,	Oct. 11.
Templeton,	.	.	.	.	.	Worcester,	1905,	H. C. Holden,	Sept. 14, 1905,	Sept. 5,	Nov. 23.
Tewksbury,	.	.	.	.	.	Middlesex,	1904,	G. D. Marshall,	Aug. 11, 1904,	April 19,	May 17.
Tewksbury,	.	.	.	.	.	Middlesex,	1905,	C. A. Raymond,	June 15, 1905,	July 11,	Aug. 24.
West Brookfield,	.	.	.	.	.	Worcester,	1905,	A. C. Downs,	July 6, 1905,	Aug. 1,	Nov. 16.
West Newbury,	.	.	.	.	.	Essex,	1904-5,	C. H. Norton,	Sept. 21, 1905,	Oct. 16,	Dec. 16.
Westport,	.	.	.	.	.	Bristol,	1894,	W. G. Addis,	Aug. 17, 1905,	Oct. 11,	Nov. 6.
West Springfield,	.	.	.	.	.	Hampden,	1905,	G. R. Brown,	Oct. 5, 1905,	Oct. 30,	Nov. 21.
Whately,	.	.	.	.	.	Franklin,	1905,	P. H. Everett,	Sept. 14, 1905,	Sept. 29,	Nov. 11.
Whately,	.	.	.	.	.	Franklin,	1905,	L. L. Gerry,	Sept. 14, 1905,	Nov. 28,	Nov. 28.
Wilbraham,	.	.	.	.	.	Hampden,	1904,	A. C. Downs,	Aug. 4, 1904,	June 5,	Aug. 30.
Worcester,	.	.	.	.	.	Worcester,	1905,	C. A. Welton,	June 29, 1905,	July 11,	Oct. 24.

APPENDIX C.

SHOWING CONTRACT PRICES ON

	TOWN OR CITY.	Contract Number.	Contractor.	EXCAVATION.			Portland Cement Concrete Masonry.	Shaping (Square Yard).
				All Kinds (Cubic Yard).	Borrow (Cubic Yard).	Ledge (Cubic Yard).		
1	Abington, . . .	915	Edward J. Rourke, .	\$0 50	\$0 50	\$1 50	\$8 50	\$0 03
2	Attleborough, . .	910	Lane Quarry Co., .	-	-	-	-	-
3	Auburn, . . .	911	Amos D. Bridge, .	30	40	2 50	8 00	02
4	Becket, . . .	902	John W. Polcaro, .	90	90	90	8 00	-
5	Bellingham, . . .	966	Town, . . .	45	50	1 50	8 00	03
6	Bellingham-Blackstone,	957	Town of Bellingham, .	50	40	-	7 00	03
7	Beverly, . . .	881	Frank Williams, .	32	35	2 75	6 75	-
8	Beverly, . . .	882	Connolly Bros., .	45	60	2 00	8 00	-
9	Beverly, . . .	890	John A. Gaffey, .	50	60	1 75	8 00	02
10	Beverly, . . .	958	Fred E. Ellis, .	-	-	-	-	-
11	Bourne, . . .	903	Town, . . .	30	35	2 00	9 00	03
12	Boxborough, . . .	953	Bruno & Milano, .	40	55	2 15	9 00	-
13	Bridgewater, . . .	886	William Shea & Son, .	35	50	10	6 00	03
14	Brookfield, . . .	876	Lane Construction Corp.,	45	50	1 50	7 00	03
15	Brookfield, . . .	916	Town, . . .	50	60	1 75	8 00	03
16	Burlington, . . .	948	Richmond F. Hudson, .	45	60	2 00	10 00	03
17	Canton, . . .	949	Joseph J. Moebs, .	38	40	2 00	7 00	03
18	Charlton, . . .	939	Richmond F. Hudson, .	50	-	2 00	8 00	03
19	Chatham, . . .	887	Town, . . .	30	35	-	9 00	03
20	Chester, . . .	908	Michael L. Camarco, .	29	-	1 40	5 75	02
21	Chicopee, . . .	888	City, . . .	40	70	-	8 00	03
22	Chicopee, . . .	950	Olin T. Benedict, .	-	-	-	-	-
23	Chilmark, . . .	880	Luigi C. Carchia, .	26	50	2 50	7 00	02
24	Clarksburg, . . .	922	John W. Polcaro, .	40	1 05	1 25	7 00	02

¹ Ten-inch clay.⁷ Gravel for surfacing.² Fifteen-inch clay.⁸ Eight-inch iron.³ Ten-inch iron.⁹ Clay hardening.

APPENDIX C.

STATE ROADS DURING 1905.

BROKEN STONE.		PIPE CULVERTS (PER LINEAL FOOT).						Fencing (Lineal Foot).	Side Drains (Lineal Foot).	Stone Filling for Under- drains (per Cubic Yard).	Bounds (Each).	Catch-basins (Each).	
Local (Ton).	Trap (Ton).	CLAY.			IRON.								
		Twelve-inch.	Eighteen- inch.	Twenty-four- inch.	Twelve-inch.	Eighteen- inch.	Twenty-four- inch.						
\$1 55	-	1\$0 50	2\$1 25	-	3\$2 00	-	-	4\$0 25	-	5\$0 60	6\$2 00	7\$25 00	1
-	\$2 03	-	-	-	-	-	-	-	-	-	-	-	2
1 41	-	75	-	-	-	-	-	25	-	-	2 00	-	3
-	-	90	-	-	2 25	\$3 75	-	25	-	-	2 00	-	4
1 30	-	75	-	-	2 00	-	-	25	-	-	1 50	25 00	5
-	1 96	75	-	-	2 00	-	-	25	-	-	1 50	-	6
45	-	75	1 00	1\$0 65 21 00	} 2 00	3 00	3\$2 00	25	-	-	2 00	10 00	7
35	-	65	1 15	1 60		2 00	\$1 70	-	25	4\$1 00	560	1 25	17 00	8
63	-	70	1 40	1 58	-	-	-	-	4\$1 00	540	1 40	24 00	9
-	2 09	-	-	-	-	-	-	-	-	-	-	-	10
2 10	-	75	650	-	-	-	-	25	-	-	1 50	25 00	11
-	-	60	-	-	2 25	-	-	25	765	65	2 25	-	12
1 30	-	1 00	1 80	650	2 25	32 00	81 50	25	-	75	1 50	25 00	13
-	1 75	65	-	-	1 75	-	-	25	-	70	1 75	-	14
-	1 83	-	-	-	-	-	-	25	-	75	1 50	-	15
1 45	-	80	1 50	-	2 50	-	-	25	-	-	2 00	25 00	16
1 54	-	1 00	1 50	21 25	-	-	-	25	-	-	1 50	25 00	17
1 60	-	70	-	-	2 25	-	-	30	-	70	2 00	-	18
-	2 45	75	650	-	-	-	-	25	-	65	1 50	25 00	19
1 20	1 70	-	-	-	2 50	-	-	25	-	-	1 95	-	20
-	2 30	75	650	-	2 50	-	-	-	-	-	1 50	25 00	21
-	2 04	-	-	-	-	-	-	-	-	-	-	-	22
1 10	-	80	21 75	-	2 00	103 00	-	26	-	63	2 10	25 00	23
1 25	2 10	70	-	-	2 00	-	-	30	40	111 02	2 00	20 00	24

⁴ Cobble-stone gutter.⁵ Cobble-stone gutters to be relaid.⁶ Eight-inch clay.¹⁰ Sixteen-inch iron.¹¹ Unscreened broken stone.

SHOWING CONTRACT PRICES ON

	TOWN OR CITY.	Contract Number.	Contractor.	EXCAVATION.			Portland Cement Concrete Masonry.	Shaping (Square Yard).
				All Kinds (Cubic Yard).	Borrow (Cubic Yard).	Ledge (Cubic Yard).		
1	Colrain, . . .	933	David T. Perry, . . .	\$0 40	\$0 45	\$2 00	\$9 50	\$0 02
2	Concord, . . .	934	William Shea & Son, . .	40	50	1 50	7 00	03
3	Concord (bridge), ⁴	940	Globe Construction Co., .	-	-	-	-	-
4	Dartmouth, . . .	891	The H. Gore Co., . . .	35	40	1 00	5 00	02
5	Deerfield, . . .	928	Hammond & Walsh, . .	40	50	2 00	6 00	02
6	Douglas, . . .	959	Charles E. Horne, . . .	43	-	1 25	8 00	03
7	Dover, . . .	904	Town, . . .	55	55	1 75	8 00	-
8	Dracut, . . .	969	Michael L. Camarco, . .	33	39	1 55	6 50	02
9	Duxbury, . . .	892	Warren R. Keith, . . .	35	-	01	9 00	03
10	Erving . . .	900	Bruno & Milano, . . .	-	-	-	-	-
11	Falmouth (Waquoit road).	912	Lane Quarry Co., . . .	50	50	-	8 00	03
12	Falmouth (Bourne road).	954	Charles H. Thomas, . .	-	-	-	-	-
13	Foxborough, . . .	944	Town, . . .	40	50	2 00	9 00	03
14	Framingham, . . .	896	Town, . . .	55	60	2 00	8 00	03
15	Franklin, . . .	921	Town, . . .	35	45	1 50	8 00	03
16	Gloucester, . . .	951	Daniel E. Lynch, . . .	50	65	2 25	10 00	03
17	Grafton, . . .	929	Town, . . .	40	40	1 75	8 00	03
18	Grafton (bridge), .	930	Town, . . .	2 00	50	-	16 00	-
19	Granby, . . .	894	W. N. Flynt Granite Co.,	40	45	1 00	8 00	03
20	Great Barrington, .	917	Olin T. Benedict, . . .	-	-	-	-	-
21	Greenfield, . . .	926	Town, . . .	45	50	1 75	8 00	-
22	Groveland, . . .	960	James E. Watkins, . . .	45	55	-	8 00	03
23	Hadley, . . .	935	Lane Construction Corp.,	-	-	-	-	-
24	Harvard, . . .	879	Ferranti & Maguire Co.,	34	75	1 25	7 00	02½
25	Holden, . . .	945	Town, . . .	50	55	2 00	8 00	03
26	Kingston, . . .	961	Lane Quarry Co., . . .	40	50	2 00	10 00	03
27	Lancaster-Sterling,	946	Worcester Broken Stone Co.	50	55	-	9 00	03
28	Leominster, . . .	970	Olin T. Benedict, . . .	-	-	-	-	03
29	Milford, . . .	889	Snow & Farrington, . .	40	60	2 00	9 00	02
30	Monson, . . .	905	W. N. Flynt Granite Co.,	50	50	1 50	8 00	03
31	Needham, . . .	897	Town, . . .	60	60	2 00	9 00	03
32	Newbury, . . .	918	James E. Watkins, . . .	35	1238	1 25	138 00 7 00 1410 00	155 25

¹ Screened gravel.² Fifteen-inch clay.³ Ten-inch iron.⁷ Local ledge stone.⁸ Ten-inch clay.⁹ Eight-inch clay.¹³ Cement concrete masonry for foundations.¹⁴ Class B masonry.

STATE ROADS DURING 1905 — *Continued.*

BROKEN STONE.		PIPE CULVERTS (PER LINEAL FOOT).						Fencing (Lineal Foot).	Side Drains (Lineal Foot).	Stone Filling for Under- drains (per Cubic Yard).	Bounds (Each).	Catch-basins (Each).	
Local (Ton).	Trap (Ton).	CLAY.			IRON.								
		Twelve-inch.	Eighteen- inch.	Twenty-four- inch.	Twelve-inch.	Eighteen- inch.	Twenty-four- inch.						
-	-	\$0 75	-	-	\$2 25	-	-	\$0 25	-	1\$2 25	\$2 00	\$30 00	1
-	\$1 65	90	2\$1 25	-	2 25	3\$2 00	-	25	-	1 00	1 50	25 00	2
-	-	-	-	-	-	-	-	-	-	-	-	-	3
\$1 25	-	21 25	1 25	-	-	-	-	25	5\$0 20	50	2 00	-	4
-	1 70	75	-	-	1 90	-	-	30	-	-	1 50	-	5
1 48	-	70	-	-	2 25	-	-	25	-	90	1 75	-	6
-	-	75	-	-	2 00	-	-	25	-	60	2 50	-	7
1 44	-	80	1 10	-	2 50	-	-	25	-	-	2 00	25 00	8
71 60	-	75	860	9\$0 50	-	-	-	25	-	-	1 00	25 00	9
-	2 10	-	-	-	-	-	-	-	-	-	-	-	10
-	2 73	960	-	-	-	-	-	-	-	-	2 00	25 00	11
-	2 15	840	-	-	-	-	-	40	-	-	-	35 00	12
1 47	-	75	950	-	-	-	-	25	-	-	1 50	25 00	13
{ 1 25 } 101 10	-	75	1 10	-	2 00	-	-	25	-	85	1 50	-	14
1 45	-	70	-	-	2 00	-	-	25	-	-	1 50	25 00	15
1 70	-	80	1 65	{ 878 } 21 15	-	-	-	25	-	-	2 00	25 00	16
-	2 00	60	-	-	-	-	-	25	-	60	1 50	25 00	17
-	-	-	-	-	-	-	-	11 00	-	-	-	-	18
-	2 25	60	-	-	-	-	-	25	50	-	1 50	-	19
-	2 24	-	-	-	-	-	-	-	-	-	-	-	20
-	-	960	-	-	-	-	-	25	-	990	1 75	-	21
-	1 92½	80	855	-	31 80	-	-	-	52½	-	1 50	22 50	22
-	1 79	-	-	-	-	-	-	-	38	-	-	-	23
1 26	-	75	1 50	-	-	-	-	23	45	80	2 00	25 00	24
1 45	-	75	1 40	-	2 00	-	-	25	-	80	1 50	-	25
-	2 05	955	960	-	-	-	-	25	-	-	2 00	25 00	26
1 50	-	80	-	-	2 00	-	-	25	-	-	2 00	-	27
1 22½	-	-	-	-	-	-	-	-	50	-	-	-	28
1 40	-	1 00	1 50	-	-	-	-	25	-	85	1 25	-	29
-	2 05	1 00	-	1 75	2 00	-	\$4 00	25	-	-	2 00	-	30
71 40	-	75	-	-	2 00	-	-	25	-	-	2 00	-	31
-	-	70	21 35	-	2 00	-	-	24	-	50	1 50	-	32

⁴ Lump sum, \$9,520.¹⁰ From pile at crusher.¹⁵ Spruce pile.⁵ Cobble-stone gutter.¹¹ Iron fence.⁶ Gravel for surfacing.¹² Unscreened gravel.

SHOWING CONTRACT PRICES ON

	TOWN OR CITY.	Contract Number.	Contractor.	EXCAVATION.			Portland Cement Concrete Masonry.	Shaping (Square Yard).
				All Kinds (Cubic Yard).	Borrow (Cubic Yard).	Ledge (Cubic Yard).		
1	North Adams, . . .	936	Olin T. Benedict, . . .	-	-	-	-	-
2	Northampton, . . .	884	Lane Construction Corp.,	\$0 30	-	\$1 75	\$8 00	-
3	Northampton, . . .	931	Olin T. Benedict, . . .	40	\$0 50	-	9 00	\$0 02
4	North Brookfield, . . .	952	Lane Construction Corp.,	50	45	1 50	8 00	03
5	Orange,	906	Town,	35	1 50	-	-	03
6	Orleans,	898	Town,	25	35	2 00	8 00	03
7	Palmer,	962	Rowe & Perrini, . . .	29	-	1 50	7 00	-
8	Pembroke,	875	Town,	45	55	2 00	8 00	02½
9	Pittsfield,	941	Olin T. Benedict, . . .	-	-	-	-	-
10	Pittsfield-Lenox, . . .	893	Richmond F. Hudson, . .	40	60	1 00	8 00	02½
11	Quincy,	942	Lane Quarry Co., . . .	-	-	-	-	-
12	Rehoboth,	899	Town,	30	35	2 00	8 00	02
13	Richmond,	947	Town,	45	50	2 00	7 00	-
14	Rockland,	963	Town,	40	50	2 00	9 00	03
15	Salisbury,	901	Thomas F. O'Neil, . . .	25	33	1 50	6 00	02
16	Southampton,	937	Lane Construction Corp.,	40	45	1 00	8 00	-
17	Southborough,	968	Luigi C. Carchia, . . .	30	50	2 50	6 20	02
18	Stockbridge,	895	Hammond & Walsh, . . .	40	75	1 20	8 00	02
19	Stoughton,	932	Edward J. Rourke, . . .	40	50	1 00	8 00	03
20	Sturbridge,	885	Amos D. Bridge,	40	55	1 50	8 00	03
21	Sturbridge,	919	Amos D. Bridge,	-	55	-	-	-
22	Swampscott,	938	Wm. Shea & Son,	-	-	-	-	-
23	Taunton,	920	City,	45	50	2 00	9 00	03
24	Templeton,	955	Amos D. Bridge,	35	45	1 00	8 00	03
25	Tewksbury,	909	Fred E. Ellis,	1 84	48	1 00	9 50	03
26	Wareham,	964	Fred E. Ellis,	60	70	1 00	8 00	03
27	West Brookfield,	914	Olin T. Benedict,	40	40	2 00	8 00	02
28	West Newbury,	965	Thomas F. O'Neil,	35	50	2 00	9 00	02
29	Westport,	943	Lane Quarry Co.,	-	-	-	-	-
30	West Springfield,	967	Town,	40	50	1 50	8 00	03
31	Whately,	956	Amos D. Bridge,	30	40	-	8 00	02
32	Worcester,	913	Charles E. Horne,	40	65	2 00	8 00	02½

¹ Eight-inch clay.² Eight-inch iron.³ Ten-inch clay.⁷ Guard rail to be rebuilt.⁸ Gravel for surfacing.⁹ Stone from Hingham quarries.

STATE ROADS DURING 1905—*Concluded.*

BROKEN STONE.		PIPE CULVERTS (PER LINEAL FOOT).						Fencing (Lineal Foot).	Side Drains (Lineal Foot).	Stone Filling for Under-drains (per Cubic Yard).	Bounds (Each).	Catch-basins (Each).	
Local (Ton).	Trap (Ton).	CLAY.			IRON.								
		Twelve-inch.	Eighteen-inch.	Twenty-four-inch.	Twelve-inch.	Eighteen-inch.	Twenty-four-inch.						
-	\$2 09	-	-	-	-	-	-	-	-	-	-	-	1
-	-	\$0 90	-	-	\$1 75	-	-	\$0 22	-	-	\$1 50	-	2
-	1 75	60	\$0 50	-	2 00	\$1 50	-	25	-	-	2 00	\$30 00	3
-	1 75	75	-	-	2 00	-	-	25	-	\$0 75	2 00	-	4
-	1 85	85	\$75	-	-	-	-	-	-	-	1 50	25 00	5
\$1 90	-	145	-	-	-	-	-	25	-	-	1 00	25 00	6
-	-	95	-	-	-	-	-	25	-	-	60	32 00	7
1 45	-	75	\$65	\$0 45	2 00	-	-	25	\$0 40	-	1 50	25 00	8
-	2 14	-	-	-	-	-	-	-	-	-	-	-	9
1 30	-	70	-	-	2 00	\$2 00	-	25	-	65	2 00	25 00	10
-	2 20	-	-	-	-	-	-	-	-	-	-	-	11
1 47	-	75	150	{ \$65/ \$1 25 }	4 2 00	-	-	25	-	-	1 50	25 00	12
-	-	70	-		2 00	-	-	25	\$1 25	75	2 00	-	13
1 75	-	75	150	\$1 25	2 00	-	-	25	-	-	1 50	25 00	14
93	-	140	-	-	-	-	-	{ 19/ 24 }	-	-	75	20 00	15
-	-	70	-	-	2 00	-	-		25	-	-	1 50	-
1 30	-	75	-	-	3 00	-	-	-	-	-	1 25	-	17
1 50	2 05	-	-	-	1 90	2 90	-	25	-	60	2 00	20 00	18
1 40	-	150	1 50	-	-	-	-	25	-	-	2 00	25 00	19
1 35	-	75	-	-	2 00	-	-	25	-	75	2 00	-	20
1 50	-	-	-	-	-	-	-	-	-	-	-	-	21
-	-	-	-	-	-	-	-	-	-	\$90	-	-	22
1 55	-	75	\$1 25	150	-	-	-	25	-	75	1 50	25 00	23
-	1 93	70	-	-	2 00	-	-	25	-	-	1 50	-	24
1 25	-	75	-	-	-	-	-	25	-	-	2 00	-	25
1 49	-	150	\$60	-	\$1 50	-	-	30	-	-	1 50	28 00	26
-	1 80	75	-	-	-	-	-	25	-	-	2 00	25 00	27
1 49	-	{ \$74/ 55 }	90	1 90	-	-	-	29	47	-	2 00	25 00	28
-	\$2 35		-	-	-	-	-	-	-	-	-	-	-
-	1 70	-	-	-	-	-	-	30	-	-	2 00	-	30
-	1 75	90	-	-	2 00	-	-	25	-	-	1 50	-	31
-	1 96	65	-	-	2 00	-	-	25	-	83	2 00	-	32

4 Ten-inch iron.

5 Fifteen-inch clay.

6 Screened gravel.

APPENDIX D.

STATEMENT OF CLAIMS AGAINST THE COMMISSION.

[As required by Section 5, Chapter 18 of the Revised Laws.]

NAME.	Residence.	Nature of Claim.
Barnes, George H., Barnes, Wm., 2d,	Marlborough,	Damages caused by construction of State road at Marlborough.
Bennett, J. C., . . .	Lynn, . . .	Damages caused by taking of land at Lynn.
Brennan, Ann M., . .	Westport, . .	Damages due to alleged accident on State road in Westport.
Brown, Mary, . . .	Westfield, . .	Damages due to alleged accident on State road in Russell.
Chase, Charles A., . .	Somerset, . .	Damages caused by drainage conditions on State road in Somerset.
Crowell, T. H., ¹ . . .	Somerville, . .	Damages caused by construction of State road at Chatham.
Daly, Julia M., ¹ . . .	Abington, . .	Damages caused by construction of State road at Abington.
Donovan, J. H., ¹ . . .	Natick, . . .	Damages caused by construction of State road at Natick.
Green, Arthur E., . .	Westfield, . .	Damages due to alleged accident on State road at Russell.
Griffin, John, <i>et al.</i> , .	Natick, . . .	Damages due to construction of State road at Natick.
Lynch, George, <i>et al.</i> , ¹	Somerset, . .	Damages due to construction of State road at Somerset.
McIntyre, Bernard, ¹ .	Abington, . .	Damages due to construction of State road at Abington.
Pierce, Alice, . . .	Topsfield, . .	Damages due to alleged accident on State road at Wenham.
Salem Savings Bank,	Salem, . . .	Damages caused by taking of land at Lynn.
Seabury, Phoebe W., .	Dartmouth, . .	Damages due to construction of State road at Dartmouth.
Sullivan, John, . . .	Westfield, . .	Damages due to alleged accident on State road at Russell.
Thimineur, Joseph, ¹ .	Marlborough, .	Damages due to construction of State road at Marlborough.
Warren, Alice E. M., ¹	Auburn, . . .	Damages due to construction of State road at Auburn.
Williams, Joseph, . .	Somerset, . .	Damages due to construction of State road in Somerset.

¹ The municipality is defending the action.

APPENDIX E.

COST PER MILE OF ROAD (SECTIONS COMPLETED DURING THE YEAR 1905).¹

TOWN OR CITY.	Square Yards.	Miles.	Cost per Mile.
Abington,	4,221	.480	\$5,540 40
Barnstable,	13,000	1.477	2,085 38
Becket, ²	6,627	.538	6,373 40
Bellingham,	8,578	.975	4,349 90
Bourne,	10,008	1.135	2,529 05
Bridgewater,	6,167	.700	5,755 83
Brookfield, 1904,	7,475	.849	7,678 00
Brookfield, 1905,	3,447	.392	9,137 45
Burlington,	7,753	.881	7,014 27
Charlton,	2,715	.309	8,831 84
Chatham,	11,902	1.332	4,757 99
Chelmsford, ³	7,328	.694	10,564 57
Chester,	3,500	.400	14,700 90
Chicopee, ³	4,530	.429	10,294 08
Chilmark, ⁴	7,967	1.132	4,032 37
Colrain, ⁵	3,732	.303	7,051 88
Clarksburg,	5,285	.600	7,460 00
Dartmouth, ³	7,308	.692	6,891 53
Deerfield, 1904,	3,975	.452	9,393 37
Deerfield, 1905,	3,703	.421	7,763 84
Duxbury,	8,983	1.021	4,490 64
Falmouth,	4,863	.553	7,187 80
Foxborough,	9,000	1.023	4,195 08
Framingham,	10,105	1.156	4,779 10
Franklin,	6,417	.730	6,074 13
Granby,	3,787	.430	12,729 40
Greenfield, ⁵	3,222	.262	3,337 35
Harvard,	7,735	.880	8,893 98
Lenox,	22,365	2.542	3,005 28
Lenox-Pittsfield,	11,185	1.271	3,524 50
Littleton, ⁵	12,607	1.023	3,061 57
Milford, 1904,	10,333	1.174	4,754 21
Milford, 1905,	5,026	.571	5,292 50
Monson,	2,584	.293	7,639 30
Newbury, ⁵	10,346	.840	5,249 90
Northampton (1), ²	10,585	.860	9,447 97
Northampton (2),	3,042	.346	9,966 30
Northborough,	7,267	.826	4,902 88
North Brookfield,	4,415	.502	10,641 29
Orange,	490	.056	12,590 71
Orleans, ⁴	3,320	.472	4,224 40
Pembroke,	3,085	.350	5,524 83
Plymouth,	6,787	.771	4,772 94
Quincy,	10,843	1.232	7,134 71
Rehoboth,	8,130	.924	4,542 23
Richmond, ⁵	5,481	.445	4,026 60
Rockland,	8,000	.909	4,762 19
Rutland,	10,205	1.160	6,760 99
Salisbury, 1904, ⁶	8,400	.682	7,900 88
Salisbury, 1905, ⁶	4,296	.349	9,514 29
Shrewsbury,	8,467	.962	6,380 93

¹ Exclusive of cost of bridges and engineering charges.² Grading only.³ Macadam 18 feet in width.⁴ Macadam 12 feet in width.⁵ Gravel road.⁶ Macadam 21 feet in width.

COST PER MILE OF ROAD, ETC. — *Concluded.*

TOWN OR CITY.	Square Yards.	Miles.	Cost per Mile.
Somerset, 1904,	6,044	.663	\$7,037 69
Somerset, 1905,	4,867	.553	6,784 53
Southampton, ¹	8,162	.659	6,448 12
Stockbridge,	4,830	.549	5,916 90
Sturbridge,	6,872	.794	9,281 03
Sunderland,	2,000	.227	11,453 69
Taunton,	9,190	1.069	4,884 83
Tewksbury,	7,013	.800	6,029 75
Wellfleet, ²	17,512	2.487	2,493 42
West Brookfield,	8,955	1.018	4,759 10
West Tisbury,	13,310	1.513	4,092 62
Weymouth, ³	8,507	.967	2,757 20
Wilbraham,	20,445	1.187	7,869 04
Worcester,	5,955	.677	9,134 24
Totals,	474,254	51.969	—
Average cost per mile, . . . . .	. . . . .	. . . . .	\$5,708 88

¹ Gravel road. ² Macadam 12 feet in width. ³ Partly gravel; partly macadam.

APPENDIX F.

MAINTENANCE.

Table showing the Amounts expended for Repairs and Maintenance and the Cost per Mile per Year on Each Road finished previous to 1906; also the Number of Miles of Road under Maintenance and the Amounts to be assessed upon Municipalities for Maintenance under Chapter 47 of the Revised Laws.

TOWN OR CITY.	Expended to 1905.	Expended in 1905.	Total.	Total Cost per Mile per Year.	Expended per Mile in 1905.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Abington, . . .	\$215 37	\$69 64	\$285 01	\$44 25	\$31 54	2.208	\$69 64
Acton, . . .	634 46	244 15	878 61	40 98	55 10	4.431	221 55
Acushnet, . . .	1,122 09	163 22	1,285 31	92 53	48 08	3.395	163 22
Adams, . . .	480 30	27 96	508 26	114 47	49 23	.568	27 96
Agawam, . . .	8 65	11 24	19 89	9 25	9 77	1.150	11 24
Amesbury, . . .	500 24	229 88	730 12	117 19	102 49	2.243	112 15
Amherst, . . .	74 40	212 45	286 85	90 52	218 80	.971	48 55
Andover, . . .	1,559 17	285 86	1,845 03	75 12	68 19	4.192	209 60
Ashby, . . .	2,677 01	374 36	3,051 37	102 12	104 83	3.571	178 55
Ashfield, . . .	1,292 88	289 33	1,582 21	138 91	179 93	1.608	80 40
Ashland, . . .	51 20	49 10	100 30	48 22	33 33	1.473	49 10
Athol, . . .	5,482 63	238 39	5,721 02	358 39	107 19	2.224	111 20
Attleborough, . . .	516 22	213 28	729 50	71 17	80 45	2.651	132 55
Auburn, . . .	2,030 64	357 90	2,388 54	86 35	68 00	5.263	263 15
Barnstable, . . .	1,371 78	336 81	1,708 59	84 24	59 15	5.694	284 70
Barre, . . .	554 33	156 87	711 20	50 83	54 26	2.891	144 55
Becket, . . .	19 53	150 11	169 64	89 28	93 58	1.604	80 20
Bedford, . . .	155 47	54 55	210 02	38 47	48 84	1.117	54 55
Belchertown, . . .	256 80	169 38	426 18	81 96	123 64	1.370	68 50
Bellingham, . . .	9 00	10 20	19 20	12 71	7 53	1.354	10 20
Beverly, . . .	3,066 71	2,477 91	5,544 62	306 50	504 36	4.913	245 65
Blackstone, . . .	478 60	153 96	632 56	82 26	88 43	1.741	87 05

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1905.	Expended in 1905.	Total.	Total Cost per Mile per Year.	Expended per Mile in 1905.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Bourne, . . .	\$439 45	\$119 56	\$559 01	\$55 24	\$28 59	4.182	\$119 56
Roxborough, . .	247 41	71 57	318 98	22 76	52 51	1.363	68 15
Braintree, . .	49 29	27 82	77 11	19 92	26 22	1.061	27 82
Brewster, . . .	2,925 86	807 59	3,733 45	83 79	103 72	7.786	389 30
Bridgewater, . .	107 08	17 20	124 28	65 41	8 33	2.065	17 20
Brimfield, . .	1,185 26	274 69	1,459 95	70 19	69 26	3.966	198 30
Brockton, . .	862 22	168 67	1,030 89	62 74	52 94	3.186	159 30
Brookfield, . .	675 61	219 01	894 62	78 89	62 48	3.505	175 25
Buckland, . .	2,747 18	621 26	3,368 44	32 19	157 92	3.934	196 70
Burlington, . .	116 89	131 12	248 01	74 93	67 55	1.941	97 05
Charlemont, . .	3,420 91	156 99	3,577 90	641 20	204 68	.767	38 35
Charlton, . . .	70 26	169 43	239 69	43 19	76 25	2.222	111 10
Chatham, . . .	688 41	152 80	841 21	116 35	89 99	1.698	84 90
Chelmsford, . .	594 92	169 58	764 50	77 07	62 58	2.710	135 50
Chelsea, . . .	17 25	3 72	20 97	10 33	6 44	.578	3 72
Cheshire, . . .	679 42	180 99	860 41	70 55	69 75	2.595	129 75
Chester, . . .	1,123 79	284 70	1,408 49	172 61	87 73	3.245	162 25
Chicopee, . . .	3,283 09	2,942 32	6,225 39	653 91	1,063 35	2.767	138 35
Chilmark, . . .	-	7 28	7 28	80 89	6 43	1.132	7 28
Cohasset, . . .	268 75	64 19	332 94	28 53	28 14	2.281	64 19
Colrain, . . .	712 81	251 74	964 55	102 61	137 56	1.830	91 50
Concord, . . .	693 00	141 26	834 26	63 19	70 98	1.990	99 50
Cottage City, . .	3,586 01	171 14	3,757 15	164 93	72 21	2.370	118 50
Dalton, . . .	3,816 83	395 39	4,212 22	269 32	154 69	2.556	127 80
Dartmouth, . .	500 66	37 80	538 46	36 16	8 33	4.540	37 80
Deerfield, . .	4,653 77	266 86	4,920 63	252 85	78 35	3.406	170 30
Dennis, . . .	3,089 01	484 23	3,573 24	81 96	72 55	6.674	333 70
Dighton, . . .	56 69	20 54	77 23	19 70	13 14	1.563	20 54
Douglas, . . .	157 16	238 68	395 84	136 03	150 11	1.590	79 50
Dudley, . . .	232 78	206 42	439 20	104 45	196 59	1.050	52 50
Duxbury, . . .	1,172 46	198 99	1,371 45	74 05	51 53	3.862	193 10
East Longmeadow, .	2 78	18 06	20 84	25 73	30 87	.585	18 06
Eastham, . . .	505 47	326 04	831 51	319 81	200 03	1.630	81 50
Easthampton, . .	1,215 87	162 08	1,377 95	79 05	68 02	2.383	119 15

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1905.	Expended in 1905.	Total.	Total Cost per Mile per Year.	Expended per Mile in 1905.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Easton, . . .	\$136 15	\$30 17	\$166 32	\$41 89	\$37 67	.801	\$30 17
Edgartown, . .	491 96	129 67	621 63	58 26	53 67	2.416	120 80
Erving, . . .	1,123 16	123 54	1,246 70	109 93	60 44	2.044	102 20
Essex, . . .	4 70	100 57	105 27	133 25	288 17	.349	17 45
Fairhaven, . .	667 88	59 57	727 45	49 32	41 11	1.449	59 57
Falmouth, . .	—	190 79	190 79	18 65	16 33	11.686	190 79
Fitchburg, . .	2,907 79	1,445 54	4,353 33	207 70	351 03	4.118	205 90
Foxborough, . .	33 79	72 78	106 57	18 92	40 08	1.816	72 78
Freetown, . .	126 81	74 47	201 28	27 84	23 32	3.193	74 47
Gardner, . . .	1,750 22	549 14	2,299 36	106 60	163 63	3.356	167 80
Gloucester, . .	3,758 24	272 95	4,031 19	191 78	109 88	2.484	124 20
Goshen, . . .	2,392 10	369 91	2,762 01	147 31	193 97	1.907	95 35
Grafton, . . .	702 43	55 80	758 23	73 89	35 93	1.553	55 80
Granby, . . .	1,278 90	419 78	1,698 68	216 70	287 13	1.462	73 10
Great Barrington, .	6,517 04	1,173 98	7,691 02	295 12	344 17	3.411	170 55
Greenfield, . .	382 70	140 62	523 32	75 19	70 49	1.995	99 75
Groton, . . .	157 71	94 05	251 76	61 11	68 05	1.382	69 10
Groveland, . .	113 05	95 82	208 87	45 41	66 54	1.440	72 00
Hadley, . . .	3,686 93	423 41	4,110 34	160 43	90 30	4.689	234 45
Hamilton, . . .	589 60	132 29	721 89	93 63	91 80	1.441	72 05
Hancock, . . .	4,998 49	762 00	5,760 49	237 94	235 77	3.232	161 60
Hardwick, . .	328 66	69 72	398 38	83 87	85 13	.819	40 95
Harvard, . . .	72 61	121 04	193 65	60 14	76 51	1.582	79 10
Harwich, . . .	982 90	438 15	1,421 05	74 00	85 95	5.098	254 90
Hatfield, . . .	74 34	14 40	88 74	64 77	37 11	.388	14 40
Haverhill, . .	6,553 76	133 37	6,687 13	453 12	42 37	3.148	133 37
Hingham, . . .	1,068 82	143 35	1,212 17	49 45	53 93	2.658	132 90
Hinsdale, . . .	64 45	33 18	97 63	35 50	32 63	1.017	33 18
Holbrook, . .	626 49	58 86	685 35	56 59	33 62	1.751	58 86
Holden, . . .	1,878 46	102 71	1,981 17	62 26	27 31	3.761	102 71
Huntington, . .	5,977 91	178 54	6,156 45	636 00	116 16	1.537	76 85
Lakeville, . .	256 58	89 28	345 86	30 39	25 01	3.570	89 28
Lancaster, . .	136 74	56 58	193 32	48 80	45 30	1.249	56 58
Lawrence, . .	1,564 58	32 24	1,596 82	709 70	120 75	.267	13 35

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1905.	Expended in 1905.	Total.	Total Cost per Mile per Year.	Expended per Mile in 1905.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Lee,	\$7,551 05	\$892 86	\$8,443 91	\$304 80	\$275 32	3.243	\$162 15
Leicester, . .	13,053 22	331 72	13,384 94	354 41	68 45	4.844	242 30
Lenox,	1,752 73	464 64	2,217 37	197 62	88 12	5.273	263 65
Leominster, . .	227 91	132 01	359 92	50 76	60 61	2.178	108 90
Lexington, . .	1,323 09	297 68	1,620 77	50 01	69 37	4.291	214 55
Lincoln, . . .	859 82	240 50	1,100 32	60 29	116 75	2.060	103 00
Littleton, . . .	157 40	119 08	276 48	63 35	45 52	2.616	119 08
Lowell (north), .	399 05	73 27	472 32	525 48	148 99	2.303	115 15
Lowell (south), .	8,648 28	269 85	8,918 13				
Lunenburg, . .	1,126 98	288 20	1,415 18	108 52	105 88	2.722	136 10
Lynn,	—	5 04	5 04	25 20	6 43	.784	5 04
Mansfield, . . .	33 66	33 70	67 36	26 11	46 81	.720	33 70
Marion,	799 23	186 92	986 15	32 73	33 56	5.569	186 92
Marlborough, . .	618 30	142 97	761 27	37 57	25 90	5.521	142 97
Marshfield, . .	956 00	163 39	1,119 39	55 80	40 86	3.999	163 39
Mattapoisett, . .	706 86	83 29	790 15	405 20	25 98	3.206	83 29
Merrimac, . . .	660 78	153 27	814 05	69 64	72 23	2.122	106 10
Methuen,	3,186 04	76 66	3,262 70	213 95	29 18	2.627	76 66
Middleborough, .	819 03	155 57	974 60	26 92	17 36	8.959	155 57
Millbury, . . .	223 97	107 73	331 70	57 09	44 96	2.396	107 73
Milton,	1,885 84	574 87	2,460 71	578 99	660 01	.871	43 55
Monson,	829 01	116 52	945 53	97 68	87 74	1.328	66 40
Montague, . . .	659 60	254 09	913 69	78 69	102 54	2.478	123 90
Nantucket, . . .	2,908 22	410 74	3,318 96	72 72	63 40	6.479	323 95
Natick,	60 85	79 75	140 60	19 66	24 92	3.200	79 75
Needham, . . .	63 90	6 39	70 29	20 67	6 42	.995	6 29
New Braintree, .	48 84	46 06	94 90	60 06	116 02	.397	19 85
Newbury, . . .	387 19	172 10	559 29	48 50	51 04	3.372	168 60
Newburyport, . .	1,034 49	80 78	1,115 27	88 02	46 05	1.754	80 78
Newton,	18 02	6 63	24 65	5 85	6 42	1.032	6 63
Norfolk,	460 51	54 08	514 59	39 43	37 19	1.454	54 08
North Adams, . .	4,252 86	4,732 78	8,985 64	379 98	1,180 83	4.008	200 40
North Andover, .	577 92	198 16	776 08	118 30	104 85	1.890	94 50
Northampton, . .	1,371 46	145 79	1,517 25	112 41	50 46	2.889	144 45

Table showing the Amounts expended for Repairs, etc. -- Continued.

TOWN OR CITY.	Expended to 1905.	Expended in 1905.	Total.	Total Cost per Mile per Year.	Expended per Mile in 1905.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
North Attleborough,	\$1,935 50	\$250 03	\$2,185 53	\$69 05	\$69 51	3.597	\$179 85
Northborough, .	453 77	134 59	588 36	33 62	33 85	3.976	134 59
Northfield, . .	238 69	61 03	299 72	83 72	52 75	1.157	57 85
North Reading, .	237 13	142 12	379 25	34 69	61 52	2.310	115 50
Norton, . . .	864 85	26 61	891 46	64 60	37 06	.718	26 61
Norwood, . . .	869 20	247 68	1,116 88	67 36	120 82	2.050	102 50
Orange, . . .	2,234 01	354 29	2,588 30	101 46	73 86	4.797	239 85
Orleans, . . .	268 29	158 10	426 39	50 16	38 16	4.143	158 10
Palmer, . . .	777 65	235 94	1,013 59	78 88	93 89	2.513	125 65
Paxton, . . .	6,660 49	105 81	6,766 30	217 85	29 42	3.597	105 81
Phillipston, . .	1,164 27	48 53	1,212 80	147 90	40 04	1.212	48 53
Pittsfield, . . .	3,603 34	674 80	4,278 14	182 90	142 63	4.731	236 55
Plainville, . .	-	29 88	29 88	16 51	16 54	1.806	29 88
Plymouth, . . .	3,297 80	352 86	3,650 66	104 21	70 26	5.022	251 10
Princeton, . . .	520 55	44 37	564 92	67 49	19 91	2.229	44 37
Provincetown, .	84 74	80 77	165 51	58 69	73 29	1.102	55 10
Quincy, . . .	92 18	27 48	119 66	24 47	11 98	2.293	27 48
Randolph, . . .	113 92	97 99	211 91	67 06	70 85	1.383	69 15
Raynham, . . .	124 46	14 17	138 63	32 54	9 59	1.477	14 17
Reading, . . .	628 35	231 53	859 88	83 97	61 97	3.736	186 80
Rehoboth, . . .	910 84	150 57	1,061 41	62 55	42 85	3.514	150 57
Revere (east), .	805 00	177 95	982 95	235 16	353 96	1.248	62 40
Revere (west), .	1,596 00	263 79	1,859 79	504 01			
Richmond, . . .	1,058 45	337 46	1,395 91	112 03	124 16	2.718	135 90
Rochester, . . .	36 24	114 35	150 59	14 91	21 70	5.270	114 35
Rockland, . . .	17 56	10 94	28 50	12 90	10 90	1.004	10 94
Rockport, . . .	62 94	2 06	65 00	69 89	6 40	.322	2 06
Russell, . . .	10,085 89	396 25	10,482 14	196 96	59 54	6.655	332 75
Rutland, . . .	-	7 45	7 45	6 42	6 42	1.160	7 45
Salem, . . .	1 75	85	2 60	4 73	6 39	.133	85
Salisbury, . . .	-	9 30	9 30	38 75	6 43	1.447	9 30
Sandwich, . . .	1,453 00	1,588 28	3,041 28	172 52	562 82	2.822	141 10
Saugus, . . .	1,823 20	404 43	2,227 63	253 14	252 93	1.599	79 95
Scituate, . . .	1,138 09	175 23	1,313 32	92 94	69 65	2.516	125 80

Table showing the Amounts expended for Repairs, etc. — Continued.

TOWN OR CITY.	Expended to 1905.	Expended in 1905.	Total.	Total Cost per Mile per Year.	Expended per Mile in 1905.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Seekonk, . . .	\$84 80	\$48 01	\$132 81	\$18 50	\$17 41	2.757	\$48 01
Shelburne, . . .	4,038 04	326 48	4,364 52	218 12	151 22	2.159	107 95
Shrewsbury, . . .	5,528 68	256 54	5,785 22	192 20	52 81	4.858	242 90
Somerset, . . .	1,202 87	371 70	1,574 57	48 06	53 51	6.946	347 30
Southampton, . . .	-	4 23	4 23	141 00	6 42	.659	4 23
Southborough, . . .	3 61	7 20	10 81	10 70	9 49	.759	7 20
Southbridge, . . .	15 46	34 02	49 48	18 12	37 43	.909	34 02
South Hadley, . . .	3,528 80	762 15	4,290 95	195 58	148 80	5.122	256 10
Spencer, . . .	202 00	68 74	270 74	36 24	42 94	1.601	68 74
Sterling, . . .	755 99	134 18	890 17	97 18	103 53	1.296	64 80
Stockbridge, . . .	-	3 53	3 53	29 42	6 43	.549	3 53
Stoneham, . . .	600 50	176 24	776 74	87 77	111 40	1.582	79 10
Stoughton, . . .	163 42	94 79	258 21	66 30	47 51	1.995	94 79
Sturbridge, . . .	281 63	13 49	295 12	65 80	9 78	1.379	13 49
Sudbury, . . .	641 04	460 55	1,101 59	50 30	90 06	5.114	255 70
Sunderland, . . .	36 30	272 90	309 20	120 78	300 22	.909	45 45
Sutton, . . .	429 65	174 09	603 74	73 27	76 32	2.281	114 05
Swampscott, . . .	1,501 71	287 33	1,789 04	191 55	192 84	1.490	74 50
Swansea, . . .	23 17	25 33	48 50	23 21	22 74	1.114	25 33
Taunton, . . .	1,262 28	138 62	1,400 90	69 31	47 26	2.933	138 62
Templeton, . . .	448 28	100 25	548 53	71 99	50 07	2.002	100 10
Tewksbury, . . .	274 18	172 88	447 06	44 93	35 95	4.809	172 88
Tisbury, . . .	1,264 59	143 06	1,407 65	70 59	74 09	1.931	96 55
Townsend, . . .	955 58	323 68	1,279 26	55 86	69 15	4.681	234 05
Truro, . . .	1,218 04	283 95	1,501 99	94 88	120 17	2.363	118 15
Tyngsborough, . . .	1,265 75	132 67	1,398 42	56 32	45 10	2.942	132 67
Uxbridge, . . .	580 94	83 61	664 55	56 85	38 42	2.176	83 61
Wales, . . .	135 83	71 69	207 52	59 80	68 93	1.040	52 00
Walpole, . . .	1,572 31	194 41	1,766 72	50 36	42 84	4.538	194 41
Ware, . . .	628 66	75 81	704 47	60 78	33 22	2.282	75 81
Wareham, . . .	581 23	506 42	1,087 65	69 54	199 77	2.535	126 75
Warren, . . .	1,718 88	315 19	2,034 07	94 94	95 51	3.300	165 00
Watertown, . . .	1,629 39	79 62	1,709 01	219 38	93 67	.850	42 50
Wayland, . . .	643 10	317 47	960 57	71 52	123 00	2.581	129 05

Table showing the Amounts expended for Repairs, etc. — Concluded.

TOWN OR CITY.	Expended to 1905.	Expended in 1905.	Total.	Total Cost per Mile per Year.	Expended per Mile in 1905.	Length under Maintenance (Miles).	Amount to be assessed on Cities or Towns.
Wellesley, . . .	\$42 50	\$69 58	\$112 08	\$22 78	\$59 17	1.176	\$58 80
Wellfleet, . . .	457 18	429 00	886 18	162 90	101 39	4.231	211 55
Wenham, . . .	362 56	204 04	566 60	68 43	116 33	1.754	87 70
Westborough, . .	235 60	45 13	280 73	41 40	20 78	2.172	45 13
West Boylston, .	957 44	334 52	1,291 96	117 66	215 40	1.553	77 65
West Bridgewater, .	415 83	89 48	505 31	47 76	28 32	3.160	89 48
West Brookfield, .	275 53	126 69	402 22	48 81	76 46	1.657	82 85
Westfield, . . .	4,286 14	1,622 28	5,908 42	151 11	279 46	5.805	290 25
Westford, . . .	327 21	296 44	623 65	69 68	91 32	3.246	162 30
Westminster, . .	3,672 79	896 77	4,569 56	168 62	170 91	5.247	262 35
West Newbury, .	3,548 04	241 55	3,789 59	191 88	93 12	2.594	129 70
Weston, . . .	928 33	163 64	1,091 97	57 78	51 92	3.152	157 60
Westport, . . .	4,988 92	282 71	5,271 63	141 87	66 46	4.254	212 70
West Springfield, .	1,117 16	67 84	1,185 00	113 39	58 84	1.153	57 65
West Tisbury, . .	1,081 68	246 19	1,327 87	48 40	46 03	5.348	246 19
Westwood, . . .	351 31	66 71	418 02	74 65	63 71	1.047	52 35
Weymouth, . . .	950 56	115 44	1,066 00	57 75	57 81	1.997	99 85
Whately, . . .	217 93	110 70	328 63	36 11	42 07	2.798	110 70
Whitman, . . .	936 98	68 85	1,005 83	61 44	40 57	1.697	68 85
Wilbraham, . . .	1,248 80	278 35	1,527 15	65 60	57 80	4.816	240 80
Williamsburg, . .	958 54	135 15	1,093 69	76 86	50 94	2.653	132 65
Williamstown, . .	4,560 61	802 75	5,363 36	345 35	411 46	1.951	97 55
Winchester, . . .	1,171 60	332 91	1,504 51	138 54	170 55	1.952	97 60
Windsor, . . .	247 91	72 59	320 50	81 01	73 47	.988	49 40
Woburn, . . .	560 57	295 50	856 07	112 35	145 35	2.033	101 65
Worcester, . . .	5,553 20	177 32	5,730 52	285 67	39 94	4.440	177 32
Wrentham, . . .	1,248 91	379 82	1,628 73	42 81	92 82	4.092	204 60
Yarmouth (north), .	2,025 95	296 12	2,322 07	67 78	79 69	3.716	185 80
Yarmouth (south), .	4,110 28	717 90	4,828 18	111 51	141 26	5.082	254 10
Totals, . . .	\$294,738 81	\$57,455 90	\$352,194 71	-	-	580.759	\$24,994 84

The average cost per mile for maintenance during the year 1905 was \$96.07, and the average cost since the beginning of the maintenance is \$111.56.

APPENDIX G.

STATEMENT SHOWING THE NUMBER OF PETITIONS RECEIVED AND THE LENGTH OF WAY PETITIONED FOR, THE LAY-OUTS MADE AND THEIR LENGTH AND DISTRIBUTION IN THE VARIOUS COUNTIES OF THE COMMONWEALTH.

COUNTIES.	PETITIONS RECEIVED.				PETITIONS SITUATED IN —			LAY-OUTS MADE IN —			Number of Lay-outs.
	County.	City.	Town.	Total.	Cities.	Towns.	Total.	Cities.	Towns.	Total.	
Barnstable, . . .	-	-	40	40	-	15	15	-	14	14	80
Berkshire, . . .	15	5	44	64	2	24	26	2	14	16	68
Bristol, . . .	2	6	41	49	1	17	19	1	15	16	69
Dukes, . . .	2	-	5	7	-	5	5	-	5	5	21
Essex, . . .	2	18	49	69	7	25	32	7	16	23	78
Franklin, . . .	1	-	51	52	-	16	16	-	13	13	67
Hampden, . . .	4	3	25	32	3	17	20	1	11	12	63
Hampshire, . . .	1	4	42	47	1	17	18	1	12	13	57
Middlesex, . . .	12	17	82	111	7	42	49	4	27	31	122
Nantucket, . . .	-	-	1	1	-	1	1	-	1	1	12
Norfolk, . . .	2	3	42	47	1	24	25	1	19	20	71
Plymouth, . . .	-	4	50	54	1	25	26	1	17	18	86
Suffolk, . . .	-	1	6	7	1	2	3	1	1	2	6
Worcester, . . .	-	7	121	128	2	55	57	2	40	42	187
Totals, . . .	41	68	599	708	27	285	312	21	205	226	987

NUMBER OF PETITIONS RECEIVED, ETC. — *Concluded.*

COUNTIES.	LENGTHS PETITIONED FOR.		LENGTHS LAID OUT.					
			1894-1904.		1905.		TOTAL.	
	Feet.	Miles.	Feet.	Miles.	Feet.	Miles.	Feet.	Miles.
Barnstable, . . .	647,711	122.67	333,755	63.21	40,097	7.59	373,852	70.80
Berkshire, . . .	633,335	119.95	189,854	35.96	18,582	3.52	208,436	39.48
Bristol, . . .	762,260	144.37	226,939	42.98	21,002	3.98	247,941	46.96
Dukes, . . .	121,043	22.93	63,724	12.07	5,975	1.13	69,699	13.20
Essex, . . .	978,650	185.35	298,841	55.95	29,869	5.66	238,710	45.21
Franklin, . . .	564,068	106.84	156,084	29.56	15,451	2.92	171,535	32.48
Hampden, . . .	561,362	106.32	181,041	34.29	18,036	3.42	199,077	37.71
Hampshire, . . .	496,368	94.01	137,540	26.05	12,113	2.29	149,653	28.34
Middlesex, . . .	1,467,755	277.98	427,591	80.98	31,604	5.99	459,195	86.97
Nantucket, . . .	34,185	6.47	34,211	6.48	-	-	34,211	6.48
Norfolk, . . .	609,037	115.35	194,103	36.76	34,641	6.56	228,744	43.32
Plymouth, . . .	888,790	168.33	307,958	58.33	27,296	5.16	335,194	63.49
Suffolk, . . .	56,375	10.68	11,644	2.21	-	-	11,644	2.21
Worcester, . . .	1,575,139	298.32	514,561	97.45	43,962	8.33	558,523	105.78
Totals, . . .	9,396,109	1,779.57	2,987,846	565.88	298,568	56.55	3,286,414	622.43

APPENDIX H.

SHOWING THE WORK DONE UNDER THE "SMALL TOWN" ACT SINCE ITS PASSAGE IN 1900.

[Section 17, chapter 47, Revised Laws.]

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	
<i>Barnstable County.</i>							
Eastham,	\$196 00	-	\$196 00	1,150	-	1,150	Graded only.
Provincetown,	-	² \$1,300 00	1,300 00	-	5,280	5,280	Macadam.
Wellfleet,	1,653 00	-	1,653 00	2,250	-	2,250	Broken stone and clay.
<i>Berkshire County.</i>							
Alford,	\$1,849 00	\$1,300 00	\$3,149 00	3,400	5,280	8,680	
Egremont,	\$501 00	\$176 00	\$677 00	2,122	806	2,928	Gravel.
Florida,	1,280 00	536 00	1,916 00	3,060	1,196	4,256	Gravel.
Lanesborough,	1,216 00	432 00	1,648 00	2,500	600	3,100	Gravel.
Monterey,	1,474 00	-	1,474 00	4,614	-	4,614	Gravel.
Mount Washington,	968 00	344 00	1,312 00	7,000	2,620	9,620	Gravel.
New Ashford,	513 00	254 00	767 00	-	1,000	1,000	Gravel road and bridge repairs.
	205 00	³ 120 00	325 00	1,100	-	1,100	Gravel road and culvert repairs.

¹ In many instances the towns have contributed sums in addition to the allotments of the commission, thus making it possible to improve a greater length of road. The lengths shown as built represent the total length improved with all the money available. ² Town contributed \$2,600. ³ Work not yet begun.

WORK DONE UNDER THE "SMALL TOWN" ACT — Continued.

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	
<i>Berkshire County—Concluded.</i>							
New Marlborough,	\$3,272 00	-	\$3,272 00	12,600	-	12,600	Gravel.
Odts,	1,272 00	\$496 00	1,768 00	4,000	2,200	6,200	Gravel road and culvert repairs.
Peru,	783 00	296 00	1,079 00	4,765	1,340	6,105	Gravel.
Sandisfield,	2,532 00	756 00	3,288 00	6,290	1,975	8,265	Macadam.
Savoy,	1,748 00	616 00	2,364 00	4,500	1,500	6,000	Gravel.
Sheffield,	2,024 00	1,064 00	3,088 00	4,500	² 2,632	7,132	Grading and gravel.
Tyringham,	906 00	368 00	1,274 00	1,700	1,190	2,890	Graded only.
Washington,	1,788 00	-	1,788 00	4,620	-	4,620	Grading and gravel.
West Stockbridge,	1,732 00	-	1,732 00	4,200	-	4,200	Gravel.
<i>Bristol County.</i>							
Easton,	-	³ \$4,000 00	⁴ \$4,000 00	-	-	-	Macadam.
Norton,	\$2,200 00	-	2,200 00	3,750	-	3,750	Macadam.
<i>Essex County.</i>							
Danvers,	\$3,000 00	-	\$3,000 00	4,000	-	4,000	Gravel.
Georgetown,	800 00	\$550 00	⁴ 1,350 00	4,937	750	5,687	Gravel and macadam.
Middleton,	1,216 00	⁵ 514 00	1,730 00	2,100	⁶ 1,500	3,600	Gravel.

WORK DONE UNDER THE "SMALL TOWN" ACT — *Continued.*

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	
<i>Hampton County—Concluded.</i>							
Longmeadow,	\$1,200 00	-	\$1,200 00	1,425	-	1,425	Macadam and 128 feet concrete culvert.
Montgomery,	600 00	\$208 00	808 00	650	1,100	1,750	Gravel.
Southwick,	-	600 00	600 00	-	1,600	1,600	Gravel.
Tolland,	1,161 00	484 00	1,645 00	2,300	2,8700	3,000	Grading and 40 feet concrete culvert.
	\$11,025 00	\$2,255 00	\$13,280 00	38,524	9,043	47,567	
<i>Hampshire County.</i>							
Chesterfield,	\$1,540 00	-	\$1,540 00	1,750	-	1,750	Gravel.
Cummington,	1,484 00	\$480 00	1,964 00	4,400	900	5,300	Gravel.
Enfield,	-	600 00	600 00	-	2,450	2,450	Gravel.
Greenwich,	480 00	-	480 00	-	4700	700	Gravel.
Middlefield,	6800 00	-	800 00	1,800	-	1,800	Gravel.
Pelham,	1,172 00	6400 00	71,572 00	1,650	-	1,650	Gravel.
Plainfield,	960 00	6340 00	1,300 00	1,883	-	1,883	Gravel.
Prescott,	994 00	372 00	1,366 00	1,530	800	2,330	Grading and gravel.
Westhampton,	1,159 00	462 00	1,611 00	2,840	2,538	5,378	Gravel.
Worthington,	2,003 00	730 00	2,733 00	3,600	1,400	5,000	Gravel.
	\$10,592 00	\$3,374 00	\$13,966 00	19,453	8,788	28,241	

Middlesex County.

Ayer,	\$1,000 00	\$1,000 00	\$2,000 00	5,500	2 3,100	8,600	Gravel.
Billrica,	3,484 00	-	3,484 00	4,700	-	4,700	Macadam.
Carlisle,	456 00	-	456 00	-	-	-	-
Dunstable,	325 00	-	325 00	2,100	-	2,100	Gravel.
Hudson,	3,000 00	-	3,000 00	10,857	-	10,857	Graded only.
Maynard,	4,672 00	⁹ 1,640 00	⁸ 6,312 00	8,283	2,700	10,983	Grading, macadam and bridge repairs.
Sherborn,	1,758 00	894 00	2,652 00	7,500	² 2,100	9,600	Gravel.
Shirley,	1,994 00	-	1,994 00	3,800	¹⁰ 3,150	6,950	Gravel.
Stow,	1,805 00	-	1,805 00	4,900	-	4,900	Gravel.
Westford,	2,366 30	-	2,366 30	5,400	-	5,400	Gravel.

Norfolk County.

Avon,	\$1,346 00	\$407 00	\$1,753 00	5,280	1,350	6,630	Gravel and macadam.
Bellingham,	1,412 00	-	1,412 00	2,750	-	2,750	Macadam.
Medway,	980 00	¹¹ 1,000 00	⁸ 1,980 00	2,800	-	2,800	Macadam.
Millis,	1,008 00	-	1,008 00	2,700	-	2,700	Gravel.

Plymouth County.

Carver,	\$3,784 00	\$1,448 00	⁸ \$5,232 00	11,985	4,800	16,785	Macadam.
East Bridgewater,	3,100 00	³ 342 87	⁸ 3,442 87	9,350	-	9,350	Gravel and macadam.

¹ See note on page 81.² Work practically but not entirely completed.³ To complete work under 1904 contract.⁹ This is the maximum amount to be paid under the contract.¹⁰ Built with 1904 allotment.⁴ Built with 1903 and 1904 allotments.⁵ Includes \$400 not yet contracted for.⁶ Work not yet begun.⁷ Includes \$400 allotted in 1903 not yet contracted for.⁸ The town appropriated an equal amount.¹¹ Work begun but not completed.

WORK DONE UNDER THE "SMALL TOWN" ACT — *Concluded.*

TOWNS.	ALLOTMENTS. ¹			LENGTHS BUILT (FEET).			Types of Roads.
	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	
<i>Plymouth County — Concluded.</i>							
Halifax,	\$1,016 00	\$344 00	\$1,360 00	2,460	1,290	3,750	Macadam.
Hanover,	2 2,368 00	—	2 2,368 00	—	2,827	2,827	Macadam.
Hanson,	3,400 00	4 1,086 00	4,486 00	8,304	—	8,304	Macadam.
Lakeville,	700 00	—	700 00	2,640	—	2,640	Macadam.
Norwell,	1,000 00	1,080 00	2 2,080 00	5,280	5 3,700	8,980	Gravel.
Penbroke,	2,848 00	—	2,848 00	20,471	—	20,471	Gravel.
Plympton,	1,070 00	360 00	1,430 00	6,848	5 3,030	9,878	Gravel.
Rochester,	4,500 00	—	4,500 00	19,027	—	19,027	Macadam.
<i>Worcester County.</i>							
Ashburnham,	\$23,786 00	\$4,660 87	\$28,446 87	86,365	15,647	102,012	Gravel.
Berlin,	\$2,044 00	—	\$2,044 00	3,160	—	3,160	Gravel.
Bolton,	1,880 00	\$544 00	2,424 00	4,425	2,600	7,025	Gravel.
Boylston,	1,594 00	544 00	2,138 00	6,925	3,000	9,925	Gravel.
Dana,	520 00	520 00	1,040 00	2,100	—	2,100	Gravel.
Hubbardston,	769 00	—	769 00	2,000	—	2,000	Gravel.
	1,440 00	840 00	2,280 00	1,700	3,950	5,650	Gravel.

Mendon,	.	.	.	.	.	1,916 00	548 00	2,464 00	7,300	5,625	12,925	Gravel.
Oakham,	.	.	.	.	.	1,352 00	-	1,352 00	4,780	-	4,780	Gravel.
Petersham,	.	.	.	.	.	2,940 00	1,020 00	3,960 00	3,825	2,310	6,135	Gravel.
Rutland,	.	.	.	.	.	1,804 00	-	1,804 00	2,581	-	2,581	Gravel and macadam.
Winchendon,	.	.	.	.	.	4,000 00	-	4,000 00	9,210	-	9,210	Gravel.
						\$20,259 00	\$4,016 00	\$24,275 00	48,906	17,485	66,391	

¹ See note on page 81.² Includes \$319.18 not yet contracted for.³ The town appropriated an equal amount.⁵ Work practically but not entirely completed.⁴ Work begun but not completed.⁶ Includes 3,125 feet built with 1904 allotment.

SUMMARY.

COUNTIES.	ALLOTMENTS.			LENGTHS BUILT (FEET).		
	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.	Previous to 1905.	In 1905.	Total to Dec. 31, 1905.
Barnstable,	\$1,849 00	\$1,300 00	\$3,149 00	3,400	5,280	8,680
Berkshire,	22,314 00	5,458 00	27,772 00	67,571	17,059	84,630
Bristol,	2,200 00	4,000 00	6,200 00	3,750	-	3,750
Essex,	9,448 00	1,064 00	10,512 00	20,812	2,250	23,062
Franklin,	17,935 00	3,792 00	21,727 00	41,480	14,634	54,004
Hampden,	11,025 00	2,255 00	13,280 00	38,624	9,043	47,567
Hampshire,	10,592 00	3,374 00	15,966 00	19,453	8,788	28,241
Middlesex,	20,860 30	3,534 00	24,394 30	53,040	11,050	64,090
Norfolk,	4,746 00	1,407 00	6,153 00	13,530	1,350	14,880
Plymouth,	23,786 00	4,630 87	28,446 87	86,365	15,647	102,012
Worcester,	20,259 00	4,016 00	24,275 00	48,906	17,485	66,391
Totals,	\$145,014 30	\$34,860 87	\$179,875 17	196,881	102,576	499,407

APPENDIX I.

REPORT OF FORESTER.

CLINTON, MASS., Dec. 7, 1905.

To the Massachusetts Highway Commission.

GENTLEMEN:—The work of tree planting during this past year has been pursued in a similar manner to that of last year. The contract for 4,000 trees, given out in the spring, was awarded to Ellwanger & Barry of Rochester, N. Y., whose honorable dealings last year and low figures the present year entitled them to it.

The almost unprecedented drought during the fall of 1904 and the spring of the present year had a very marked effect on the trees that were planted at that time. The total loss of trees planted previous to the present fall has been 15 per cent., and this loss is traceable in a very large degree to the dry weather referred to, as trees planted under varying conditions and over such an area cannot receive the attention they could under more favorable circumstances. While it is impossible to determine with any degree of accuracy, it is safe to estimate the loss occasioned as the result of mischievous boys' work, careless drivers and stray cattle, at 25 per cent of the number lost.

In order to carry out the tree planting with the greatest economy, the work done this year has been in localities where it is a continuation of, or in proximity to, the work of last year, so that the inspection of one and the laying out of the other could be done on the same trip.

During the spring but one lot was planted, viz., the Dennis and Brewster road; the remainder, as per the accompanying table, were planted during the fall. In Lenox, in the cut on Mattoon Hill, pockets of soil were made in the ledge, and vines were planted in them to help cover the rocks.

Considerable time has been devoted to the care of the trees planted during 1904, made necessary by the dry weather and insect pests. Among those planted during the spring of 1904 I wish to call your attention to the elms at Dennis and the maples at Leicester and Spencer, as their growth has been wonderful for the time they have been planted.

In the so-called infected district the brown-tail moths were in evidence, but in other parts of the State very few have been found, and they have been speedily removed, as also the wild cherry trees, which proved to be nothing but a breeding place for caterpillars of various kinds. The fall web worm defoliated a portion of the trees at the Cape during the summer, but they soon made new leaves, and by fall they were in good shape. It will be necessary to spray these trees in the future, to prevent a recurrence.

The introduction of town water in our nursery at South Lancaster the past summer will be a great benefit, and will in the future make a vast difference both in the growing and shipping facilities. To provide for the future needs of the trees, additional land was plowed at the nursery in the spring, and clover sown; stable dressing was applied and all plowed in this fall. The ground used the past two years has been enriched and plowed with the intent of growing clover next year as additional enrichment, after which the ground can again be used.

The unusual weather during the fall has enabled us to carry out every plan. Our work for the year has been as follows:—

Trees replaced,	.	.	.	.	.	.	.	.	.	726
New plantings,	.	.	.	.	.	.	.	.	.	3,239
Vines planted,	.	.	.	.	.	.	.	.	.	300

We have on hand now in the nursery 689 trees.

EDWARD W. BREED.

SHOWING THE VARIETIES AND DISTRIBUTION OF SHADE TREES PLANTED IN 1905.

New Planting.

CITY OR TOWN.	Sugar Maple.	Norway Maple.	White Maple.	Elm.	Laurel-leaved Willow.	Golden Willow.	Salamoni Willow.	Pin Oak.	White Poplar.	Carolina Poplar.	Lombardy Poplar.	Green Ash.	Norway Spruce.	Totals.
Ashby,	-	-	-	-	-	-	-	-	-	-	-	-	25	25
Athol,	-	-	-	115	-	2	-	-	-	14	6	-	-	137
Auburn,	122	34	100	38	19	11	-	-	14	53	11	-	-	402
Brewster,	-	90	-	263	-	34	29	19	22	-	-	100	-	557
Brookfield,	60	96	142	-	1	7	-	-	-	-	2	-	-	308
Chatham,	-	-	-	20	-	-	-	-	-	-	-	-	-	20
Dennis,	-	47	-	71	-	21	-	-	-	-	-	-	-	139
Gardner,	3	30	104	15	9	15	18	-	50	61	2	-	-	307
Lenox,	11	60	15	21	-	13	-	-	-	2	-	-	-	122
Norfolk,	-	-	-	18	37	-	19	-	-	29	6	-	-	109
Pittsfield,	3	4	-	26	-	20	-	-	-	-	-	-	-	53
Princeton,	-	68	-	21	-	7	-	-	-	-	-	-	-	96
Richmond,	93	123	43	10	-	25	-	-	-	-	-	-	-	294
Templeton,	18	55	11	8	3	-	-	-	-	-	-	-	-	95
Walpole,	-	-	-	20	-	1	-	-	-	11	21	-	-	53
Westfield,	78	-	153	154	-	-	-	-	2	-	-	-	-	387
Wrentham,	31	-	-	16	-	23	-	-	-	20	45	-	-	135
Totals,	419	607	568	816	69	179	66	19	88	190	93	100	25	3,239

On hand : sugar maple, 50; white maple, 153; elm, 33; golden willow, 164; salamoni willow, 6; pin oak, 205; white poplar, 18; Carolina poplar, 7; black locust, 50; total, 689.

Lenox: vines, woodbines, 100; evergreen gem roses, 50; clematis, 50; bittersweet, 50; frost grape, 50; total, 300.

SHOWING THE VARIETIES AND DISTRIBUTION OF SHADE TREES PLANTED IN 1905—*Concluded.*
Replaced.

CITY OR TOWN.	Sugar Maple.	Norway Maple.	White Maple.	Elm.	Laurel-leaved Willow.	Golden Willow.	Salmon Willow.	Pin Oak.	White Poplar.	Carolina Poplar.	Lombardy Poplar.	Green Ash.	Norway Spruce.	Totals.
Andover,	19	-	10	3	-	-	-	-	-	11	6	-	-	49
Ashby,	27	24	7	1	-	-	-	14	34	-	-	-	-	107
Brewster,	-	25	-	27	-	-	-	-	-	-	-	-	-	52
Dennis,	-	-	-	39	-	-	-	-	-	-	-	-	-	39
Fitchburg (Ashby Road),	26	7	-	-	5	2	-	-	-	-	-	-	-	40
Fitchburg (Westminster Road),	1	-	3	2	-	-	-	2	9	-	-	-	-	17
Leicester,	-	8	-	-	-	-	-	1	8	-	-	-	-	9
Lenox,	-	-	-	-	-	6	-	-	2	3	-	-	-	14
Natick,	4	-	1	1	-	-	-	-	21	2	-	-	-	11
North Reading,	20	5	-	8	-	-	-	-	10	1	-	-	-	56
Norwood,	5	9	-	4	-	-	-	-	15	-	-	-	-	29
Reading,	54	2	-	14	-	2	-	-	-	-	-	-	-	87
Spencer,	3	-	-	-	-	-	-	6	-	-	-	-	-	9
Stonham,	17	-	-	32	-	1	-	-	-	-	-	-	-	50
Townsend,	34	-	3	10	-	-	-	2	-	25	1	-	-	75
Walpole,	-	6	-	5	-	-	-	-	6	-	1	-	-	17
Wellesley,	2	-	-	-	-	-	-	-	-	-	-	-	-	3
Westminster,	27	6	8	10	1	2	-	6	-	-	-	-	-	60
Westwood,	-	-	-	2	-	-	-	-	-	-	-	-	-	2
Totals,	239	92	32	158	6	13	-	41	95	42	8	-	-	726

NOTE.—Elms were used to replace maples in some instances, and white and Carolina poplars to replace oaks.

APPENDIX J.

APPROPRIATIONS.

Appropriations for the Construction and Repair of State Highways.

1894, chapter 497, section 8,	\$300,000 00
1895, chapter 347, section 3,	400,000 00
1896, chapter 481, section 3,	600,000 00
1897, chapter 340, section 1,	800,000 00
1898, chapter 539, section 1,	400,000 00
1899, chapter 396, section 1,	500,000 00
1900, chapter 442, section 1,	500,000 00
1901, chapter 269, section 1,	500,000 00
1902, chapter 246, section 1,	500,000 00
1903, chapter 280, section 1,	¹ 2,250,000 00
Total,	\$6,750,000 00

Appropriations for the Salaries and Expenses of the Commission, paid from the Treasury of the Commonwealth.

1898, chapter 497, section 1,	\$14,300 00
1899, chapter 367, section 1,	28,500 00
1900, chapter 141, section 1,	28,500 00
1901, chapter 451, section 1,	33,750 00
1902, chapter 67, section 1,	33,750 00
1903, chapters 14 and 485, section 1,	² 43,950 00
1904, chapters 19 and 461, section 1,	² 39,300 00
1905, chapters 36, 431 and 480, section 1,	² 46,150 00

Appropriations for Maintenance, paid from the Treasury of the Commonwealth.

1903, chapter 280, section 2,	\$40,000 00
1904, chapter 316, section 1,	50,000 00
1905, chapter 36, section 1,	60,000 00

¹ To cover expenses of construction for a period of five years.² Includes expenses of automobile department.

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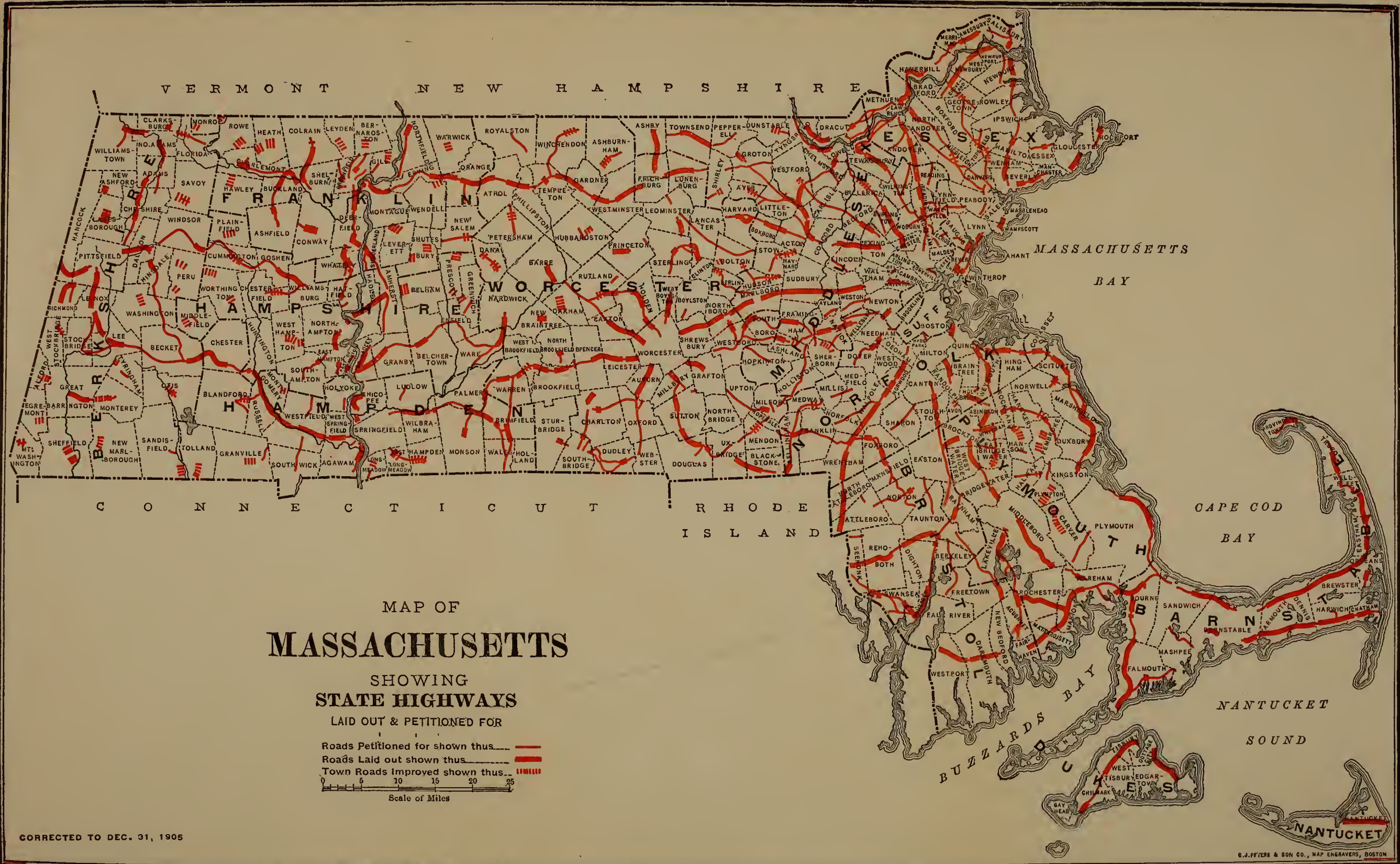
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